

**AMENDED
STATEMENT OF JUSTIFICATION
CSP-20002
Terrapin House**

APPLICANT/OWNER: 12300 Carrol Investors LLC and
Terrapin Main Street LLC
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REQUEST: Pursuant to Sections 27-548.26(b)(1)(B) and (b)(2)(C) of the
Zoning Ordinance, a Conceptual Site Plan ("CSP") is being
filed to rezone Lots 9, 10, 11 and 12 to the M-U-I Zone to
accommodate the future redevelopment of Parcel A and Lots
9 – 12 as a mixed use development conceptually envisioned
to include multifamily residential and commercial/retail
uses.

I. DESCRIPTION OF PROPERTY

1. Location – Located in the northeast quadrant of the intersection of Baltimore Avenue (US 1); or said differently, in the northwest quadrant of the intersection of Hartwick Road and Yale Avenue.
2. Proposed Use – Conceptually, mixed-use development consisting of residential and commercial/retail uses totaling approximately 160-175 multifamily units, and 10,000-15,000 square feet of commercial/retail space.

3. Incorporated Area – College Park.
4. Council District – 3.
5. Existing Lots and Parcels – Parcel A and Lots 9 – 12 in Block 27.
6. Total Area – 0.89 acres.
7. Tax Map/Grid – 33 / C-4.
8. Zoned: M-U-I, R-55 and R-18, within D-D-O Zone.
9. WSSC Grid – 209NE04.
10. Archived 2002 General Plan Tier – Developed.
11. Plan 2035 Growth Policy Area – Established Communities.

II. APPLICANT'S PROPOSAL

The applicant is requesting the approval of a conceptual site plan for the properties located at 7313 Baltimore Avenue, 4424 Hartwick Road and 7302 Yale Avenue, College Park, Maryland 20740. Specifically, and pursuant to Sections 27-548.26(b)(1)(B) and (b)(2)(C) of the Zoning Ordinance, this conceptual site plan is also being filed to rezone Lots 9, 10, 11 and 12 of the subject property from the R-55 Zone (Lots 9 and 10) and R-18 Zone (Lots 11 and 12) to the M-U-I Zone. (Please note that Parcel A is already in the M-U-I Zone. Consistent with the M-U-I Zone, the application envisions a mixed use development with residential and commercial uses that will be integrated into one building.

CSP-20002 is conceptually proposed to be developed with approximately 160-175 multifamily units, and 10,000-15,000 square feet of commercial/retail space.

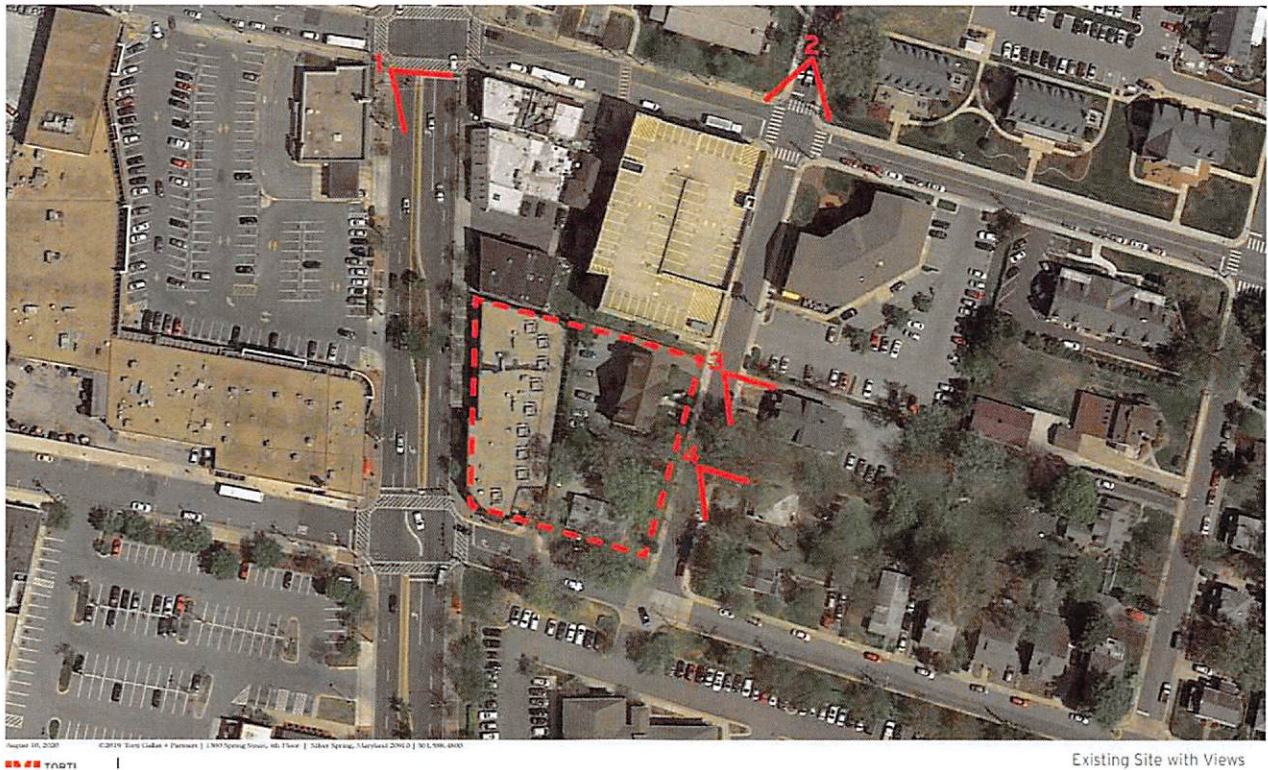
The proposed Development Summary for CSP-20002 is as follows:

	EXISTING	PROPOSED
Zone	M-U-I, R-55, R-18	M-U-I
Use(s)		Residential & Commercial/Retail
Acreage	0.89	0.89
Dwelling Units	11	Multifamily = 160-175
Lots	4	TBD
Parcels	1	TBD
Square Footage/GFA	13,242	+/-145,000-155,000

III. COMMUNITY

The subject property consists of approximately 0.89 acres of land in the M-U-I (Parcel A), R-55 (Lots 9 and 10) and R-18 (Lots 11 and 12) Zones, and is located in the northeast quadrant of the intersection of Baltimore Avenue (US 1) and Hartwick Road. The property is also located within the Development District Overlay Zone (“DDOZ”) of the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*.

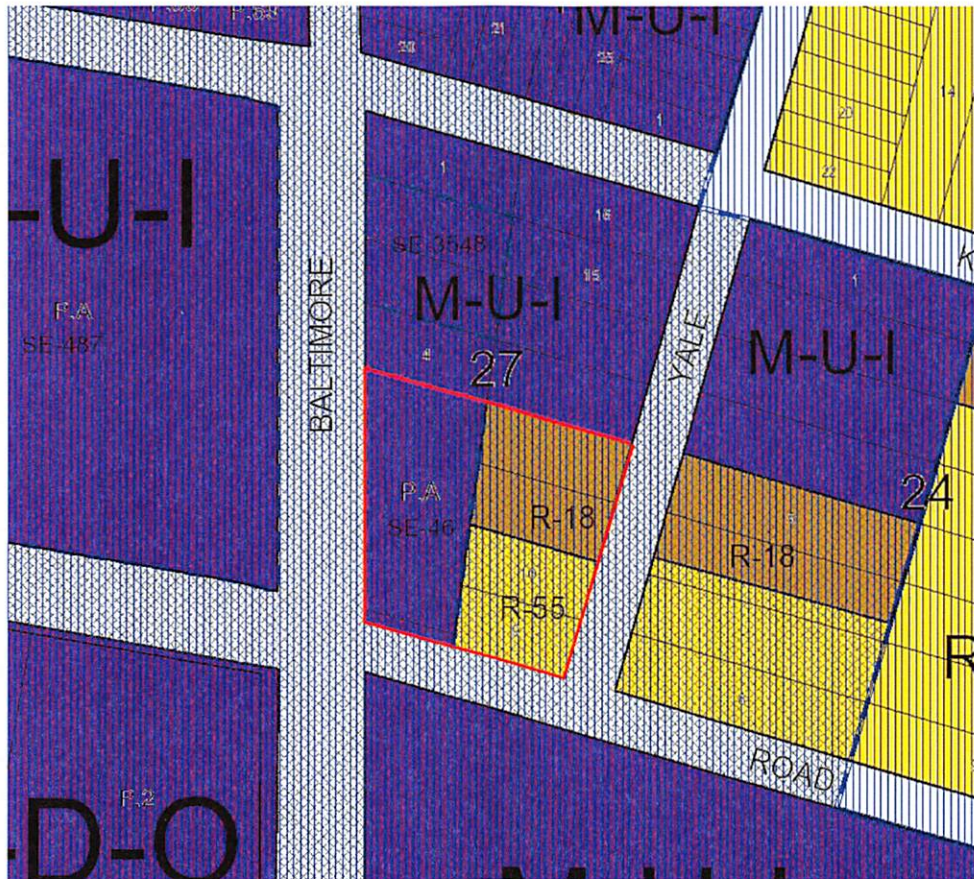
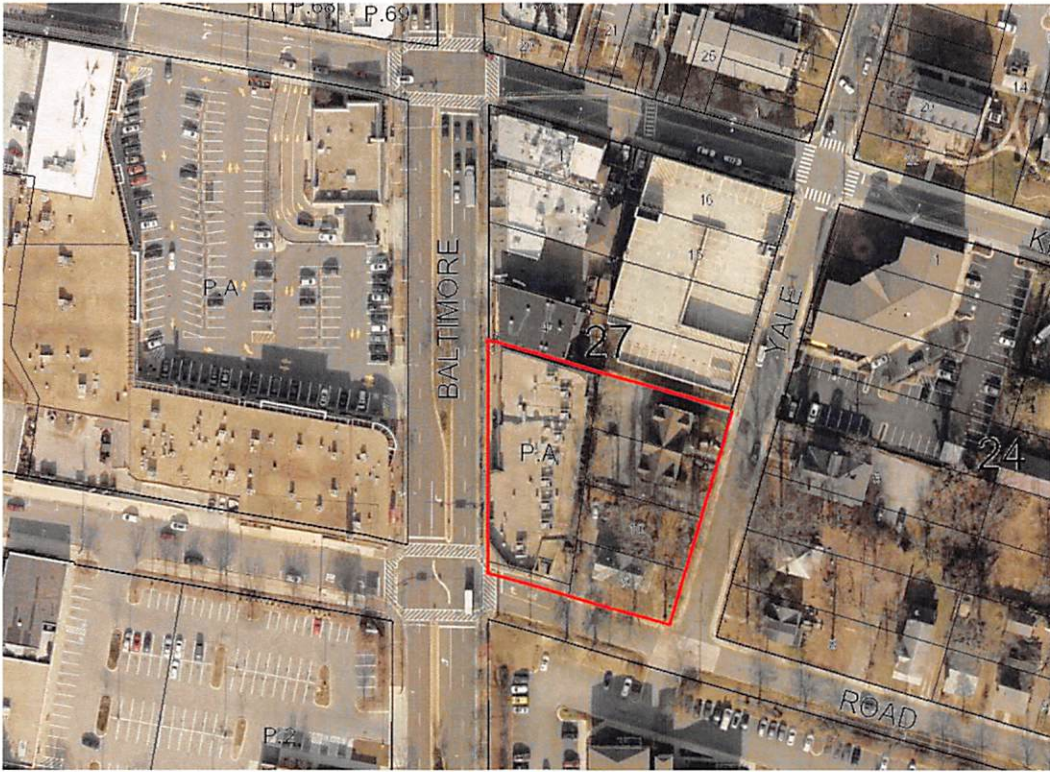
To the north of the subject property lies commercial uses and the College Park municipal parking garage all of which is in the M-U-I/DDO Zone. To the east, across Baltimore Avenue (US 1), is a shopping center with various commercial/retail uses in the M-U-I Zone. To the south, across Hartwick Road, is a commercial condominium office complex in the M-U-I Zone. To the east, across Yale Avenue are a single-family detached homes and multifamily residential in the R-55 and R-18 Zones and various commercial uses in the M-U-I Zone to the northwest.





Currently, the subject property is developed with a mix of uses consisting of commercial retail uses on Parcel A and multi-family residential uses on Lots 9 – 12. The applicant is seeking to rezone, vis-à-vis CSP-20002, Lots 9 – 12 to the M-U-I Zone, which will accommodate the ultimate redevelopment of the entire property to consolidate the current uses on the property into one – modern mixed use development that contemplates ground floor retail along Baltimore Avenue with multi-family residential development above. As described in greater detail below and depicted on the conceptual perspectives of the more detailed CSP, the applicant envisions a significant stepdown in elevation and change in architecture along the Yale Avenue side of the development. This design element is purposeful and responsive due to the change in character of the Yale Avenue frontage of being more residential in nature, and to be responsive to the character of the historic district further to the east.

The subject property is located in Planning Area 66, Councilmanic District 3, within the City of College Park. Parcel A was the subject of a Preliminary Plan of Subdivision (to wit: 4-02051) and a Detailed Site Plan (to wit: DSP-03008), and is recorded in Plat Book REP 198 at Page 29, and Lots 9 – 12 are recorded in Plat Book JWB 5 at Page 479. The property's current zoning was retained in the 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment*, and the DDOZ was superimposed over the subject property.



IV. REQUEST FOR APPROVAL OF THE M-U-I ZONE

As previously indicated and depicted above, Parcel A is in the M-U-I Zone, Lots 9 and 10 are in the R-55 Zone, and Lots 11 and 12 are in the R-18 Zone. The entire property is within the DDOZ. Pursuant to Section 27-548.26(b)(1)(B), the applicant is requesting that Lots 9 – 12 be rezoned to the M-U-I Zone to accommodate the future redevelopment of the entire property by consolidating the current uses into one development scheme. Specifically, Section 27-548.26(b)(2)(C) allows an applicant to file a conceptual site plan that requests changes to the underlying zone. As stated above, the proposed rezoning of the subject property to the M-U-I Zone will not only balance out the subject property by placing the entire property in the M-U-I Zone, but it will also balance out the entire block in the M-U-I/DDO Zone. This will facilitate the future redevelopment of the subject property into one cohesive development scheme that promotes infill development instead of single uses on multiple lots. As conceptually re-envisioned, the subject property could facilitate development that includes approximately 160-175 multifamily units and 10,000-15,000 square feet of ground floor commercial/retail space. As required by the Sector Plan and the Zoning Ordinance, a future Detailed Site Plan would still need to be filed and approved prior to the issuance of any building permits. Indeed, Sections 27-548.25 and 27-548.26(b)(6) of the Zoning Ordinance, not to mention the applicability section of Sector Plan, mandate the same. Consequently, and to be clear, no actual development is proposed with CSP-20002; instead, the applicant seeks to utilize the ability to rezone Lots 9 – 12 to the M-U-I Zone within the DDOZ to accommodate the future redevelopment of the subject property as one cohesive development scheme. However, in so doing, the applicant has revised the CSP and perspective conceptual elevations to provide greater detail for the conceptual development to ensure review and any necessary guidelines are contemplated that reflect consistency with certain key development district standards (i.e., Building Form and Architecture) within the Walkable Node Character Area. The additional details are in direct response to work sessions with the City of College Park's Planning Staff (hereinafter "City Planning Staff").

Section 27-548.26(b)(2)(A) requires the applicant to show that the development proposed in the future could conform with the purposes and recommendations for the Development District, as stated in the Sector Plan. Section 27-546.16(b)(2) requires the applicant to show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties. Pursuant to Section 27-546.16(b)(2) of the Zoning Ordinance, "the owner is required to meet all requirements in the Section and show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties." Sections 27-546.16(b) and subpart (b)(2) provides: "the M-U-I Zone may be approved on property which has proposed development subject to site plan review and is in . . . the Development District Overlay Zone . . . and that property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in 27-548.26(b)." Additionally under Section 27-546.16(c), "the M-U-I Zone may be approved only on property which adjoins existing developed properties for 20% or more of its boundaries, adjoins property in the M-U-I Zone, or is recommended for mixed-use infill development in an approved Master Plan, Sector Plan, or other applicable plan. Adjoining development may be residential, commercial, industrial, or institutional but must have a density of at least 3.5 units per acre for residential or a floor area ratio of at least 0.15 for non-residential

development.” In conformance with the foregoing, the applicant has worked closely with the City Planning Staff, and, despite the fact that this application is for a conceptual site plan, has provided far more detailed plans that provide better detail in conformance with Sections 27-548.26(b)(2)(A) and 27-546.16(b)(2).

A. 2010 Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment and the standards of the Development District Overlay (D-D-O) Zone:

The 2010 *Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment* (Central US 1 Corridor Sector Plan and SMA) defines long-range land use and development policies, detailed zoning changes, design standards, and a Development District Overlay (D-D-O) Zone for the US 1 Corridor area. The land-use concept of the Central US 1 Corridor Sector Plan divides the corridor into four inter-related areas including, walkable nodes, corridor infill, existing neighborhoods, and natural areas, for the purpose of examining issues and opportunities and formulating recommendations. Detailed recommendations are provided for six distinct areas within the sector plan: Downtown College Park, University of Maryland, Midtown, Uptown, Autoville and Cherry Hill Road, and the Hollywood Commercial District. The overall vision for the Central US 1 Corridor is a vibrant hub of activity highlighted by walkable concentrations of pedestrian- and transit-oriented mixed-use development, the integration of the natural and built environments, extensive use of sustainable design techniques, thriving residential communities, a complete and balanced transportation network, and a world-class educational institution.

The Central US 1 Corridor Sector Plan recommends two land uses across the subject property: Mixed Use Commercial along US 1 and Residential Medium along Yale Avenue (*see* Map 8 on page 59).



These land uses are described on page 57 of the Sector Plan. “Mixed-use commercial” land uses are “Properties that contain a mix of uses that are predominantly nonresidential on the ground floor, including commerce, office, institutional, civic, and recreational uses. These properties may include a residential component, but are primarily commercial in nature.” “Residential Medium” land uses are “Detached and attached dwelling units and associated areas with densities between

3 du/acre and 8 du/acre.” The proposed development of mixed commercial and residential uses is consistent with the mixed-use commercial land use, and although the density envisioned exceeds the residential medium land use, the applicant contends that the Sector Plan did not contemplate one cohesive development scheme vis-à-vis the assemblage of the subject property into one infill redevelopment pod. That said, given the recommendations of the Sector Plan for Lots 9 – 12, the applicant envisions to stepdown the development as it moves west to east and fronts on Yale Avenue.

Specifically, and in consultation with the City Planning Staff, the CSP has been revised to show greater detail of conformity. The building steps back from its property lines to achieve various goals. Along Baltimore Avenue, the setback allows for a wider sidewalk as well as a cycle track and planting beds. The right-of-way is significantly widened along Hartwick Road to a similar effect, while the setback from Yale Avenue mimics the residential setback in the adjacent neighborhood. The building also steps back from the north property line to create a discrete service alley accessible via Yale Avenue only. Moreover, the envisioned future redevelopment will facilitate the vision, goals, and policies of the applicable character of area for the subject property. To match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept are attached below.

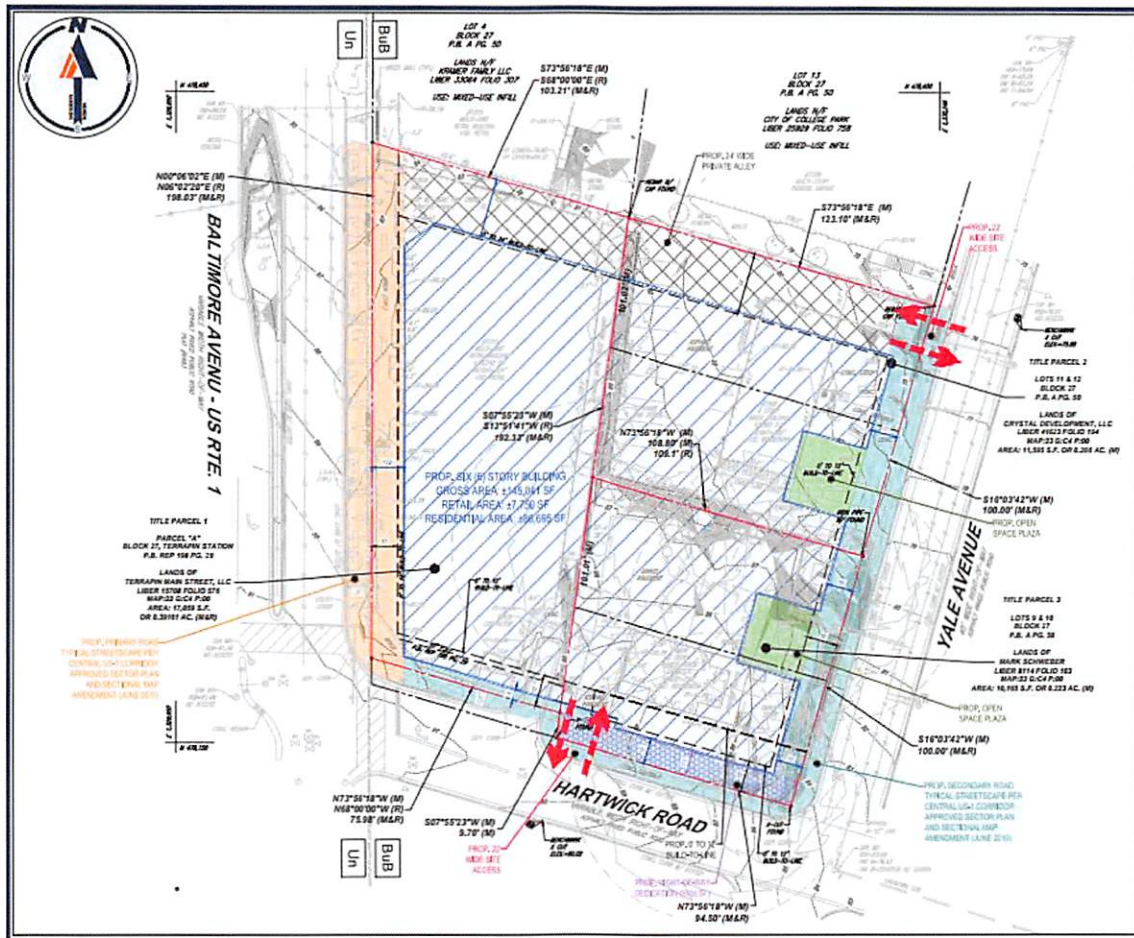




Despite the land use recommendation and current zoning, the entire property (including Lots 9 – 12) is located in the Downtown College Park District and within the Walkable Node (“WN”) Character Area of the Central US 1 Corridor Sector Plan. The WN character area “[c]onsists of higher-density mixed-use buildings that accommodate retail, offices, row houses, and apartments, with emphasis on nonresidential land uses, particularly on the ground level. It has

fairly small blocks with wide sidewalks and buildings set close to the frontages. New development in the walkable nodes is regulated in detail in these development district standards.”

The development district standards require ground-floor retail frontage and build-to-lines of zero feet along Baltimore Avenue (US 1) in this area. As indicated, in order to obtain a building permit, a DSP will be required, and at that time, the development will be reviewed even further for compliance with the applicable development district standards. Nevertheless, the CSP has been redesigned, as indicated above, to conceptually show how the development can comply with the applicable development district standards. This includes revisions to the CSP that provide sufficient spacing to accommodate the primary road and secondary road typical streetscapes.



B. Compliance with Sections 27-546.16(b)(2) and 27-548.26

Section 27-546.16(b)(2), Approval of the M-U-I Zone, of the Zoning Ordinance states the following:

- (2) Property in the D-D-O Zone may be reclassified from its underlying zone to the M-U-I Zone through the property owner application process in Section 27-548.26(b). In the review process, the owner shall

show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties.

COMMENT: Section 27-548.26(b) specifies that the owner shall show, with a CSP, that the proposed development conforms with the purposes and recommendations for the development district, as stated in the master plan, master plan amendment, or sector plan, and that the case be reviewed by the District Council. A discussion of the subject CSP's conformance with the applicable sector plan is provided herein in Section V. Based on this extensive discussion, as well as the discussion above (to include the revised – and more detailed conceptual site plan filed in conjunction with this application), the applicant contends that the entire property should be placed in the M-U-I Zone, as the rezoning of Lots 9 – 12 to the M-U-I Zone would best conform with the purposes and recommendations for the development district, as stated in the sector plan. The second part of the above requirement requires the owner to show that the proposed rezoning and development will be compatible with existing or approved future development on adjacent properties. The property is adjacent to and abuts existing developed properties for 100% of its boundaries; is adjacent to property in the M-U-I Zone to the south and west; abuts property in the M-U-I Zone to the north; and, as it relates to Lots 9 – 12, abuts property in the M-U-I Zone to the west. Moreover, and as mentioned, being within the WN Character Area of the Sector Plan, the property is also recommended for mixed-use infill development in the Sector Plan in accordance with being placed in the DDOZ. The development generally conforms to the applicable site plan requirements, and a future DSP will be further required pursuant to Sections 27-548.25 and 27-548.26(b)(6) of the Zoning Ordinance prior to the issuance of permits. The DSP will continue to be subject to the applicable development district standards for the WN character area, including building heights, setbacks, parking and landscaping, regardless of the underlying zoning. Nevertheless, the applicant's team, in revising the CSP in response to comments received from the City Planning Staff, has conceptually designed a development that seeks to address the development district standards regarding building form, massing, and architecture. Rezoning the entirety of the property to the M-U-I Zone will be most harmonious and compatible with the existing and approved future development on the adjacent properties, as this is not only in keeping with the zoning pattern within the applicable block, but also within the remainder of the Downtown district. The applicant asserts that the revised plans further support this contention.

That is, to match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the

residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept are attached below.

Moreover, the goals, objectives, and purposes of the Sector Plan are closely related to the tools utilized to implement those recommendations, namely the M-U-I Zone and the Development District Overlay Zone. Section 27-548.20 states the purposes of the DDOZ, which include the following:

- (2) To provide flexibility within a regulatory framework to encourage innovative design solutions;**
- (4) To promote an appropriate mix of land uses;**
- (5) To encourage compact development;**
- (6) To encourage compatible development which complements and enhances the character of an area;**
- (7) To encourage pedestrian activity;**
- (9) To promote economic vitality and investment.**

The M-U-I Zone was created as a direct result of the Sector Plan process to implement the recommendations by permitting – by right – a mix of residential and commercial uses as infill development in areas that are already substantially developed. The specific purposes of the M-U-I Zone provided in Section 27-546.15(b) of the Zoning Ordinance include:

- (1) To implement recommendations in approved Master Plans, Sector Plans, or other applicable plans by encouraging residential or commercial infill development in areas where most properties are already developed;**
- (2) To simplify review procedures for residential, commercial, and mixed residential and commercial development in established communities;**
- (3) To encourage innovation in the planning and design of infill development;**
- (4) To allow flexibility in the process of reviewing infill development;**
- (5) To promote smart growth principles by encouraging efficient use of land and public facilities and services;**
- (6) To create community environments enhances by a mix of residential, commercial, recreational, open space, employment, and institutional uses.**

This CSP meets the criteria for approval of the M-U-I Zone as required in Section 27-546.16(c). That Section includes the following specific requirement:

- (c) Unless requested by a municipality or the Prince George's County Redevelopment Authority, the M-U-I Zone may be approved only on property which adjoins existing developed properties for twenty**

percent (20%) or more of its boundaries, adjoins property in the M-U-I Zone, or is recommended for mixed-use infill development in an approved Master Plan, Sector Plan, or other applicable plan. Adjoining development may be residential, commercial, industrial, or institutional but must have a density of at least 3.5 units per acre for residential or a floor area ratio of at least 0.15 for nonresidential development.

COMMENT: The property is adjacent to and abuts existing developed properties for 100% of its boundaries; it is adjacent to property in the M-U-I Zone to the south and west; abuts property in the in the M-U-I Zone to the north; and, as it relates to Lots 9 – 12, abuts property in the M-U-I Zone to the west. The adjoining development is a mix of uses that has a floor area ration that that exceeds 0.15 for nonresidential uses. The proposed mixed use development consisting of residential and commercial/retail uses totaling approximately 160-175 multifamily units, and 10,000-15,000 square feet of commercial/retail space is consistent with the M-U-I Zone and satisfies the intent and purposes of the M-U-I Zone and the Development District Overlay Zone, which will facilitate a mixed use infill development for this area. Further, the proposed rezoning will be compatible with existing or future development on adjacent properties, as required by the regulations of the M-U-I Zone.

In summary, the M-U-I Zone was specifically created to be flexible and permit the type of redevelopment on infill property that will likely be provided in the future. The purposes of the M-U-I Zone and DDOZ goals and policies of Plan 2035, and goals, visions, objectives, and purposes of the Sector Plan, all stress flexibility, innovation, and simplified review processes. The rezoning of Lots 9 – 12 to balance out the entire property in the M-U-I Zone would be consistent with the recommendations and purposes of the pertinent plans and zoning tools.

V. CRITERIA FOR APPROVAL OF A CONCEPTUAL SITE PLAN & DESIGN GUIDELINES

The following Sections of the Prince George's County Zoning Ordinance are applicable to this application.

Section 27-276. Planning Board procedures.

(b) Required findings.

- (1) The Planning Board may approve a Conceptual Site Plan if it finds that the Plan represents a most reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use. If it cannot make this finding, the Planning Board may disapprove the Plan.**

COMMENT: Based on the points and reasons provided herein, in addition to the evidence filed in conjunction with this application, the applicant contends that the CSP represents the most reasonable alternative for satisfying the site design guidelines (not to be confused with the

development district standards of the DDOZ) without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for the intended uses.

- (2) The Planning Board may approve a Conceptual Site Plan for a Mixed-Use Planned Community in the E-I-A or M-X-T Zone if it finds that the property and the Plan satisfy all criteria for M-X-T Zone approval in Part 3, Division 2; the Plan and proposed development meet the purposes and applicable requirements of the M-X-T Zone; the Plan meets all requirements stated in the definition of the use; and the Plan shows a reasonable alternative for satisfying, in a high-quality, well-integrated mixed-use community, all applicable site design guidelines.**

COMMENT: Not applicable. Terrapin House is not a Mixed-Use Planned Community, as that term is defined in Section 27-107.01(a)(151.1) of the Zoning Ordinance.

- (3) The Planning Board may approve a Conceptual Site Plan for a Regional Urban Community in the M-X-T Zone if it finds that proposed development meet the purposes and applicable requirements of the M-X-T Zone and the Plan meets all requirements stated in the definition of the use and Section 27-544 of this Code.**

COMMENT: Not applicable. Terrapin House is not a Regional Urban Community as that term is defined in Section 27-107.01(a)(197.1) of the Zoning Ordinance.

- (4) The plan shall demonstrate the preservation and/or restoration of the regulated environmental features in a natural state to the fullest extent possible in accordance with the requirement of Subtitle 24-130 (b)(5).**

COMMENT: CSP-20002 includes an approved Woodland Conservation Letter of Exemption, S-103-2020 as the property has no previous TCP approvals and is less than 40,000 square feet in size. In addition, an NRI has been submitted for review to the Environmental Planning Section.

Section 27-274. Design Guidelines

Generally, Section 27-274 provides design guidelines (not to be confused with the development district standards of the DDOZ, which supersedes) regarding parking, loading, and circulation; lighting; views; green area; site and streetscape amenities; grading; service areas; public spaces; and architecture. It is worth noting that every sub-part of Section 27-274(a) uses the word “should” when describing each of the guidelines. Thus, none of the design guidelines are mandatory; instead, they are as they appear, guidelines used to promote the purposes of the zone. Consequently, the Planning Board is authorized to approve a conceptual site plan so long as the plan promotes the development in accordance with the principles for the orderly, planned, efficient, and economic development contained in the Sector Plan; and explains the relationship among proposed and existing uses, illustrates approximate locations where buildings and other proposed improvements may be placed, and generally describes recreational facilities, building architecture, and street furniture to be used on the final plan. Ultimately, a future detailed site plan

will be filed that will show much more details and the Planning Board is authorized to approve said future detailed site plan so long as the plan represents a *reasonable alternative to satisfying the guidelines* – without requiring unreasonable costs or detracting substantially from the utility of the proposed development for its intended (and *permitted*) use. It should be noted, however, that although the applicant is providing a discussion on the general guidelines provided in Section 27-274, as mentioned previously, the subject property is within the DDOZ, which supersedes. Thus, the responses below try to balance the general guidelines against the specific DDOZ development district standards that control.

Generally, as guidelines, that applicant and its consultants, as much as practical, have designed the site in conformance with said guidelines, but due to not yet having a builder, is limited in the amount of detail that can be shown. As contemplated in Section 27-272, said detail and specificity at the time of conceptual site plan is not required; however, generally, the applicant has endeavored to satisfy the following design guidelines to the fullest extent practical:

- The parking lot has been designed to provide safe and efficient vehicular and pedestrian circulation within the site;
- Parking spaces have been designed to be located near the use that it serves;
- Parking aisles have been oriented and designed to minimize the number of parking lanes crossed by pedestrians;
- Plant materials will be added to the parking lot for the commercial use to avoid large expanses of pavement;
- The loading space will be located to avoid conflicts with vehicles or pedestrians;
- The loading area will be clearly marked and separated from parking areas;
- Light fixtures will be designed to enhance the site's design character;
- Luminosity and location of exterior fixtures will enhance user safety and minimize vehicular /pedestrian conflicts;
- Lighting will be designed to enhance building entrances and pedestrian pathways;
- The pattern of light pooling will be directed to the site;
- The site complies with the Landscape Manual or seeks Alternative Compliance for any requirements that cannot be met by proposing landscaping that will be equal to or better than what would be required;
- Public amenities including outdoor seating, bike racks, benches, etc. will be proposed; and
- Building architecture and materials will be high quality and visually interesting.

Specifically, the applicant offers the following:

(1) General.

(A) The Plan should promote the purposes of the Conceptual Site Plan.

COMMENT: The purposes of the Conceptual Site Plan are found in Sections 27-272 (b) and (c).

Section 27-272. Purpose of Conceptual Site Plans.

(b) General purposes.

(1) The general purposes of Conceptual Site Plans are:

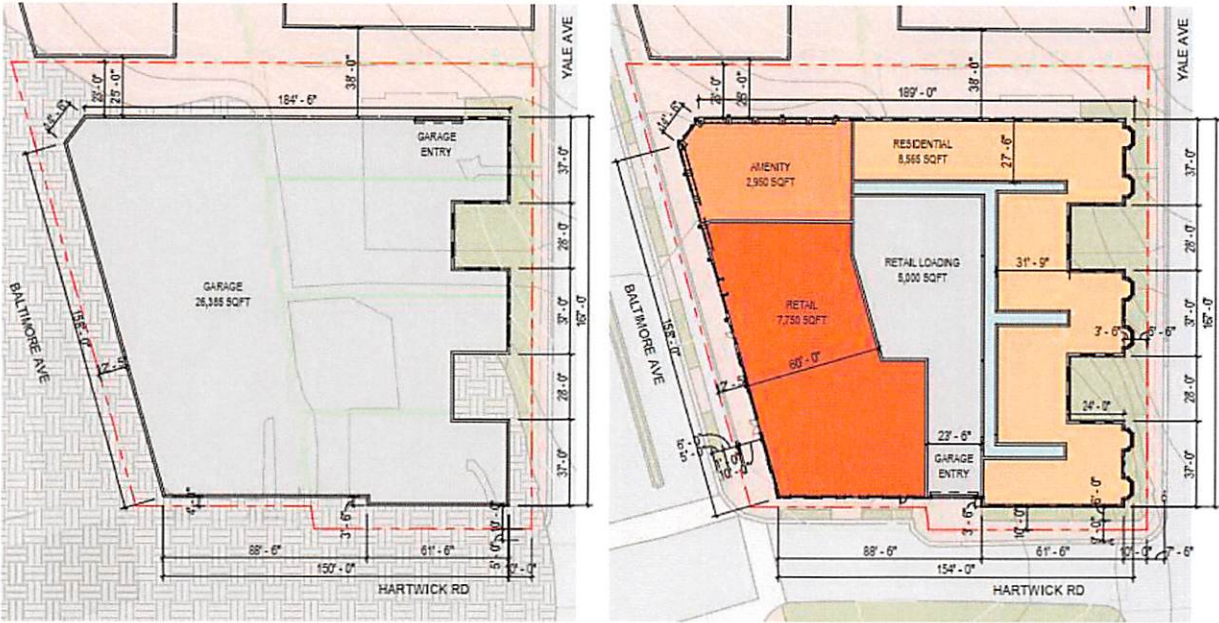
- (A) To provide for development in accordance with the principles for the orderly, planned, efficient and economical development contained in the General Plan, Master Plan, or other approved plan;**
- (B) To help fulfill the purposes of the zone in which the land is located;**
- (C) To provide for development in accordance with the site design guidelines established in this Division; and**
- (D) To provide approval procedures that are easy to understand and consistent for all types of Conceptual Site Plans.**

(c) Specific purposes.

(1) The specific purposes of Conceptual Site Plans are:

- (A) To explain the relationships among proposed uses on the subject site, and between the uses on the site and adjacent uses;**
- (B) To illustrate approximate locations where buildings, parking lots, streets, green areas, and other similar physical features may be placed in the final design for the site;**
- (C) To illustrate general grading, woodland conservation areas, preservation of sensitive environmental features, planting, sediment control, and storm water management concepts to be employed in any final design for the site; and**
- (D) To describe, generally, the recreational facilities, architectural form of buildings, and street furniture (such as lamps, signs, and benches) to be used on the final plan.**

COMMENT: This Conceptual Site Plan will promote the purposes found in Section 27-281. Specifically, this plan helps to fulfill the purposes of the M-U-I Zone in which the subject property is located. A mixed use development consisting of a mix of residential units and commercial retail use(s) are permitted in the M-U-I Zone. The site plan gives an illustration as to the approximate location and delineation of all proposed buildings, parking, streets, green areas, and other similar physical features and land uses proposed for the site. These elements were designed (and recently revised) to show conceptually how the development can conform to the applicable development district standards.



In addition to the purposes set forth in Section 27-281, Section 27-274 further requires the Applicant demonstrate the following:

- (2) **Parking, loading, and circulation**
 - (A) Surface parking lots should be located and designed to provide safe and efficient vehicular and pedestrian circulation within the site, while minimizing the visual impact of cars. Parking spaces should be located to provide convenient access to major destination points on the site.
 - (B) Loading areas should be visually unobtrusive and located to minimize conflicts with vehicles or pedestrians.
 - (C) Vehicular and pedestrian circulation on a site should be safe, efficient, and convenient for both pedestrians and drivers.

COMMENT: The DDOZ and development district standards include parking and parking access. The CSP has been revised to show conceptually how the development can conform to the applicable development district standards. Regarding parking, although access and circulation is detailed on the plan, since the final number of actual units and/or retail square footage is not yet finalized, the final parking ratio has not yet been determined. Nevertheless, the conceptual design anticipates sufficient parking to serve the development. Moreover, as the project moves through the DSP process, and is further refined, further review for conformance with the site design guidelines will continue. At this time, the applicant does not contemplate a modification to the development district standard.

- (3) **Lighting.**
 - (A) For uses permitting nighttime activities, adequate illumination should be provided. Light fixtures should enhance the design character.

COMMENT: The DDOZ and development district standards include lighting and signage. The conceptual design anticipates sufficient lighting to serve the development, and at this time, the applicant does not contemplate a modification to this development district standard, as lighting is envisioned to satisfy the development district standards.

(4) Views.

- (A) Site design techniques should be used to preserve, create, or emphasize scenic views from public areas.**

COMMENT: The DDOZ and development district standards include building form, frontages, massing, stepback transitions and landscape buffers, and architecture elements. The conceptual design has been revised to show how the development can conform to these development district standards, and at this time, the applicant does not contemplate a modification to these development district standards.

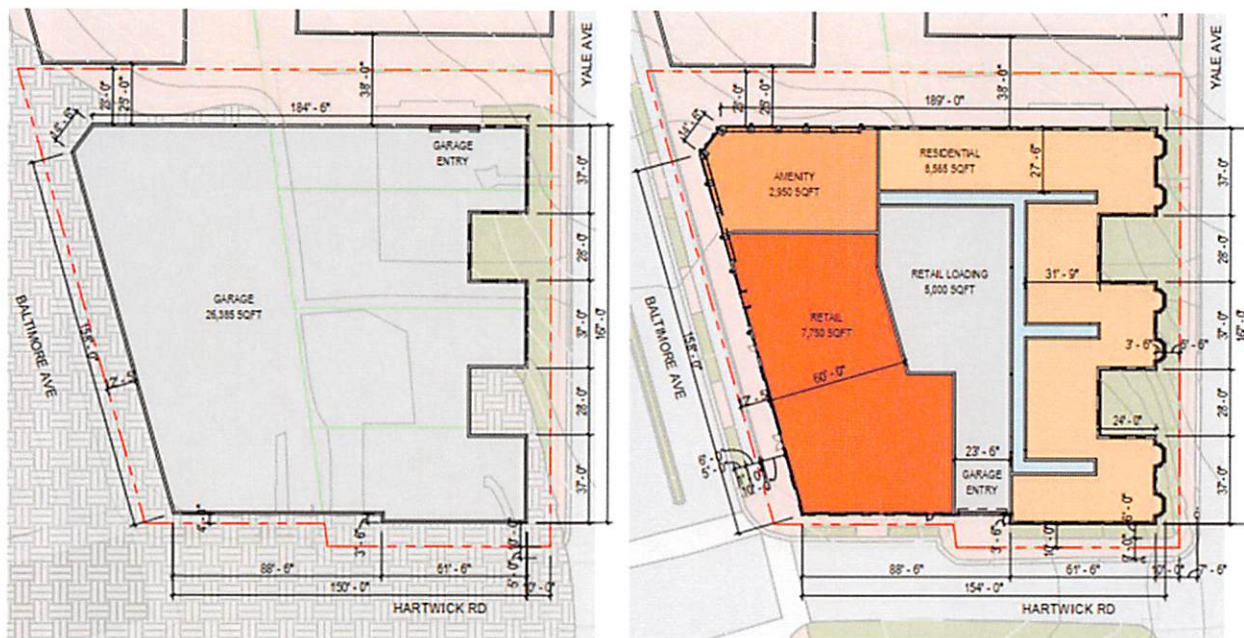
Specifically, to match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept are attached below.

(5) Green Area.

- (A) On site green area should be designed to complement other site activity areas and should be appropriate in size, shape, location, and design to fulfill its intended use.**

COMMENT: The DDOZ and development district standards include landscape buffers and sustainability elements. The pedestrian experience along Yale Avenue benefits from the

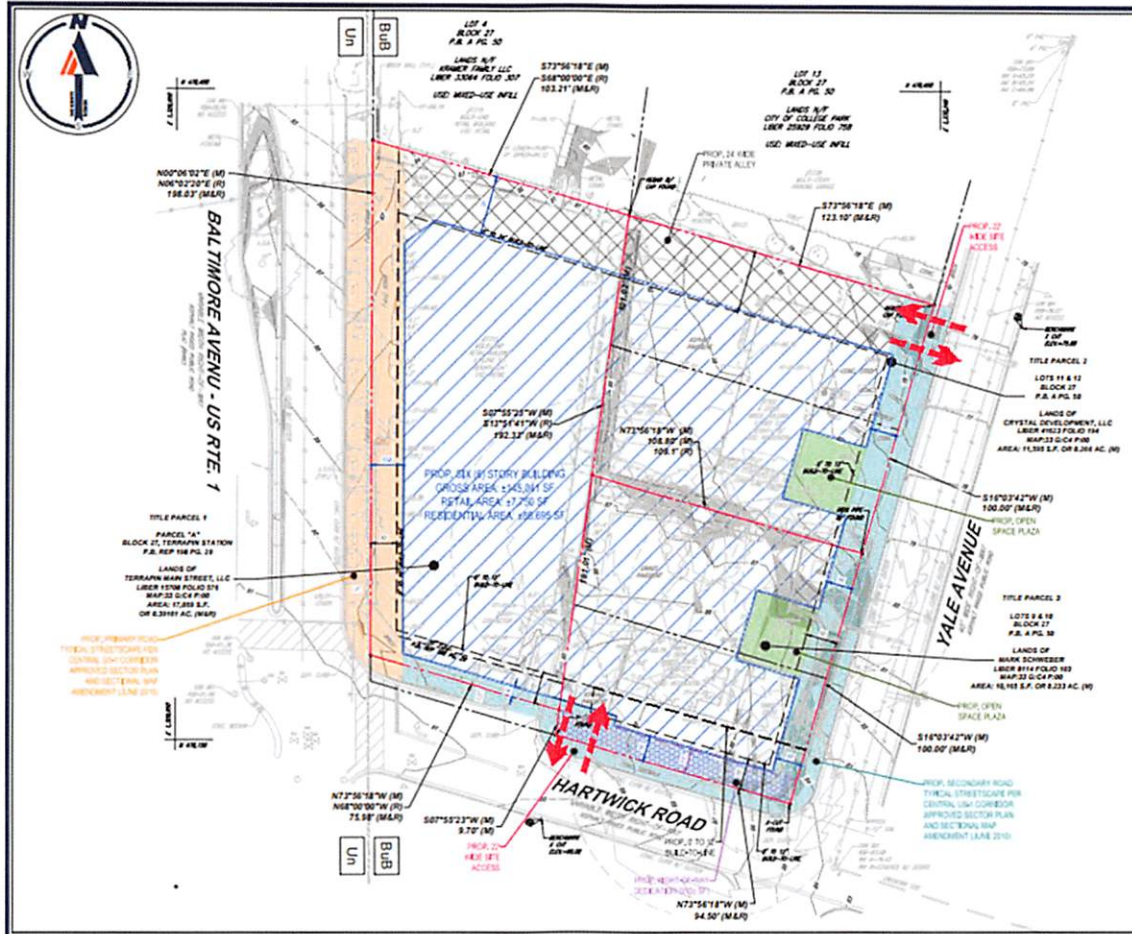
redesigned and increased amount of green space appropriate for the residential nature of the street. Open areas and “fingers” are envisioned to provide green areas and courtyard. Wide sidewalks along Baltimore Avenue and Hartwick Road seek to improve the pedestrian realm and accommodate a future cycle track along Baltimore Ave.



(6) **Site and streetscape amenities.**

- (A) **Site and streetscape amenities should contribute to an attractive, coordinated development and should enhance the use and enjoyment of the site.**

COMMENT: The DDOZ and development district standards include building form, frontages, massing, stepback transitions and landscape buffers, and architecture elements – to include streetscape amenities. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley.



(7) **Grading.**

- (A) **Grading should be performed to minimize disruption to existing topography and other natural and cultural resources on the site and on adjacent sites. To the extent practicable, grading should minimize environmental impacts.**

COMMENT: This Conceptual Site Plan complies with the design guidelines outlined in sub-part (7). Any future grading and landscaping will help to soften the overall appearance of the improvements once constructed, while taking into account the applicable development district standards for the WN Character Area. To the fullest extent practical, all grading will be designed to minimize disruption to existing topography.

(8) **Service Areas.**

- (A) **Service areas should be accessible, but unobtrusive.**

COMMENT: The DDOZ and development district standards include service areas. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road.

(9) **Public Spaces.**

- (A) A public space system should be provided to enhance a large-scale commercial, mixed use, or multifamily development.**

COMMENT: The DDOZ and development district standards address building form, frontages, massing, stepback transitions and landscape buffers, and sidewalk and street amenities. As described above, the pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Open areas and “fingers” are envisioned to provide green areas and courtyard. Wide sidewalks along Baltimore Avenue and Hartwick Road seek to improve the pedestrian realm and accommodate a future cycle track along Baltimore Ave.

(10) Architecture.

- (A) When architectural considerations are references for review, the Conceptual Site Plan should include a statement as to how the architecture of the buildings will provide a variety of building forms, with unified, harmonious use of materials and styles.**
- (B) The guidelines shall only be used in keeping with the character and purpose of the proposed type of development and the specific zone in which it is to be located.**
- (C) These guidelines may be modified in accordance with section 27-277.**

COMMENT: The DDOZ and development district standards address building form, frontages, massing, and architecture elements. To match the rhythm of the adjacent neighborhood and more successfully break down the larger building mass, the applicant chose to develop Concept Two from its original CSP proposal, which has three townhouse-style bays on the east façade. All building façades were purposefully developed through review of the Sector Plan development district standards for building form, massing, and architecture. To address compatibility with existing or approved future development on adjacent properties, the building was divided into four different architectural characters to further break down the massing and create a more human-scaled development. Differentiating façade types allows the building to discretely conform to the substantial grade changes present on the site, while also creating visual interest. Each envisioned façade character is composed of a base, a middle, and a top, and have various horizontal expression lines which articulate the component parts while also unifying the differing characters across the building. Retail and residential amenity spaces are envisioned to activate the pedestrian realm, especially the highly trafficked Baltimore Avenue frontage. The pedestrian experience along Yale Avenue benefits from the redesigned and increased amount of green space appropriate for the residential nature of the street. Due to existing topography, residential parking is predominantly submerged and is accessed through the newly conceptually created alley. Retail parking is envisioned to have a small entry along Hartwick Road. The applicant, as depicted in the more detailed conceptual site plan, adopts and envisions building material palette consistent with the neighborhood, which includes a mix of uses. Brick is the primary material along the Baltimore Avenue and Hartwick Road façades and composes the base of each façade type. Cementitious siding and panel suit the residential nature of the Yale Avenue façade. Depictions of this concept


are attached below.

* The applicant has purposefully and at great additional cost, revised its CSP to provide greater details not only to adequately respond to certain requests for greater detail, but also to ensure that the requisite findings for approval can be made. To that end, the revised plans are not fully engineered nor have they been fully designed for mechanical, electrical, and plumbing (MEP) specifications. Those more technical designs will be provided at the time of detailed site plan. Accordingly, although the applicant, and its design team, have provided greater detailed conceptual design plans and have done so in a manner that seeks to adhere to the applicable development district standards, when the site is more fully engineered and designed with MEP, some possible modifications to development district standards may become necessary. Consequently, the applicant would like to reserve the ability, pursuant to Section 27-548.25(c), to possibly, if needed, modify the development district standards at the time of DSP.

VII. CONCLUSION

The applicant is seeking approval of this Conceptual Site Plan to rezone Lots 9 - 12 from the R-55 and R-18 Zones, respectively, to the M-U-I Zone. Based on the foregoing, as well as the the revised conceptual site plan package filed in conjunction with this application, and all evidence that has or will be submitted into the record, the applicant respectfully requests the approval of CSP-20002. This application, and the requests herein, are consistent with Section 27-548.26(b)(1)(B) of the Zoning Ordinance and the recommendations of the Approved Central US 1 Corridor Sector Plan and Sectional Map Amendment, and should be approved.

Respectfully submitted,
MCNAMEE HOSEA

By: 
Matthew C. Tedesco, Esq.

Date: ~~August 12, 2020~~

February 4, 2021 (amended in response to SDRC and comments from City Planning Staff)

Bryan Spell
Land Use Coordinator/Law Clerk

E-mail: BSpell@mhlawyers.com
Direct Dial: Extension 267

February 4, 2021

Via Electronic Delivery

Adam Bossi
Planner Coordinator, Urban Design Section
Development Review Division
M-NCPPC
County Administration Building
Upper Marlboro, MD 20772

**Re: CSP-20002 – Terrapin House
Point-By-Point Response Letter
SDRC Date: November 30, 2020**

Dear Mr. Bossi:

On behalf of the applicant, please find below point-by-point responses to the SDRC Meeting Comments transmitted to the applicant on December 2, 2020.

Trails:

The applicant shall update the plan to show:

- **Conceptual Pedestrian access to all areas within the subject site and to adjacent properties.**

Response: Where possible, CSP-20002 has been revised to locate conceptual pedestrian access; to include areas along the US 1 frontage for a proposed primary road typical streetscape pursuant to the Central US 1 Corridor Sector Plan; sidewalk access and possible area of dedication along Hartwick Road; and area along the frontage of Yale Avenue for a proposed secondary road typical streetscape pursuant to the Central US 1 Corridor Sector Plan.

Subdivision:

1. Acceptance of a PPS will be required for the subject property prior to acceptance of a Detailed Site Plan.

Response: Noted.

2. PUE locations will be evaluated with the subsequent PPS.

Response: Noted.

3. The CSP should show the master plan right-of-way US-1 (MC-200), although dedication is not required at this time. Right-of-way widths for Yale Avenue and Hartwick Road will be determined at PPS stage.

Response: The ultimate ROW for US-1 (MC-200) is accommodated within the existing right-of-way. Further evaluation of the same will be done at the time of PPS. The existing variable width right-of-way is depicted on the CSP

4. New final plat will be required for the property to resubdivide Lots 9 to 12 and Parcel A, pursuant a new PPS for mixed use development, subsequent to approval of the DSP.

Response: Noted

Urban Design:
Need Illustrative plan.

Response: An Illustrative Plan is included with the re-submittal package.

Provide Sq ft of residential.

Response: The CSP General notes have been update to include the square footage of proposed residential portion of the conceptual development.

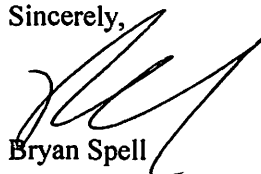
City of College Park:
Will not support CSP as they feel DSP is correct way to rezone in the DDO, would like to see the Willow Oak on the corner saved, will require dedication on Hartwich and US 1.

Response: Since SDRC, the applicant understands that the City Planning Staff and MNCPPC Technical Staff have met and have explained that Section 27-548.26(b)(2)(C) allows an applicant to file a conceptual site plan that requests changes to the underlying zone. Moreover, since SDRC, the applicant (and its development team) have had a couple of virtual meetings with City Planning Staff and had made a number of revisions to the originally submitted CSP to provide more detail to the conceptual plan and show how the development could be conceptually designed given certain development district standards related to Building Form and Architecture within the Walkable Node Character Area.

Parks:
Dedication of .03 acres for an urban park on site.

Response: The applicant is not proposing dedication of land for an urban park with this CSP. Moreover, a finding of mandatory parkland dedication is not a requirement at the time of CSP.

Sincerely,

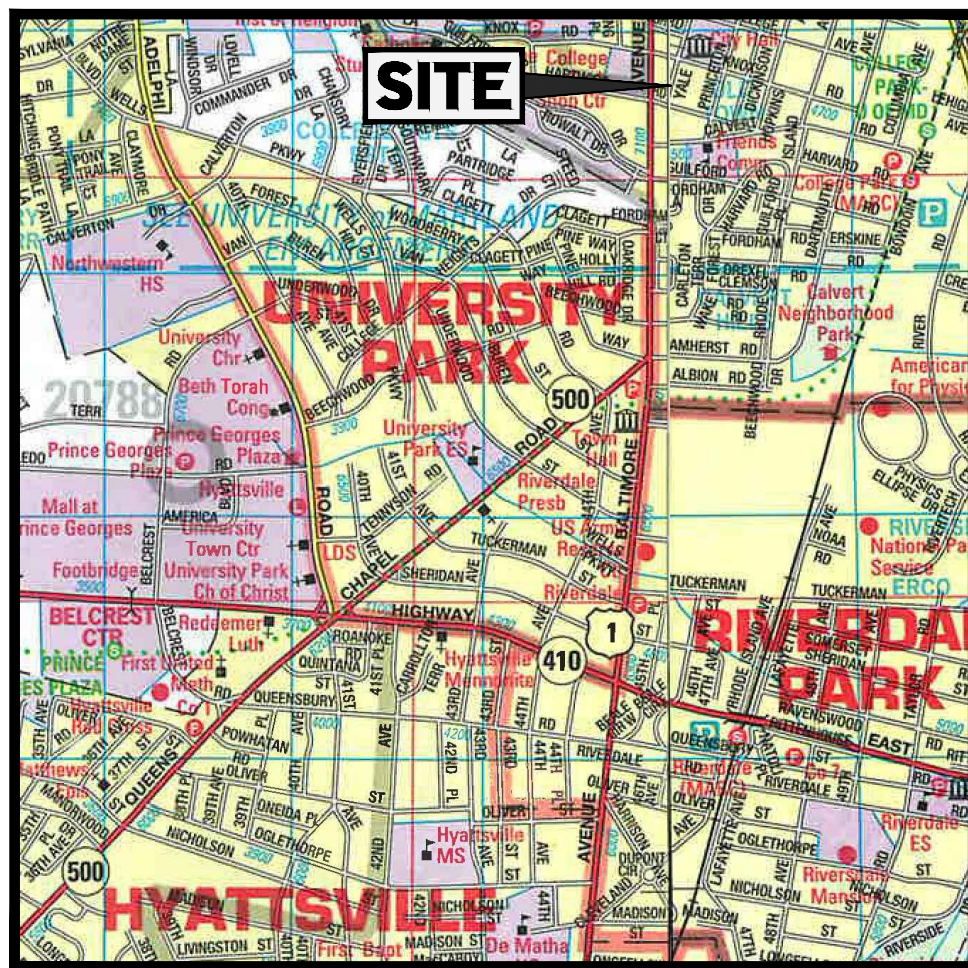


Bryan Spell

CONCEPTUAL SITE PLAN

FOR GREENHILL COMPANIES PROPOSED APARTMENT COMPLEX

LOCATION OF SITE
7302 YALE AVENUE, 4424 HARTWICK ROAD,
& 7313 BALTIMORE AVENUE
COLLEGE PARK, MARYLAND
21ST ELECTION DISTRICT
PRINCE GEORGE'S COUNTY
BLOCK 27, PARCEL A, LOT 9, 10, 11, & 12



LOCATION MAP

SCALE: 1" = 2000'

COPYRIGHT: ADC THE MAP PEOPLE
CR #: 20602153-5

SHEET INDEX

SHEET TITLE	SHEET NUMBER
COVER SHEET	1
APPROVALS	2
EXISTING CONDITIONS PLAN	3
SITE & LANDSCAPE PLAN	4

OWNER/DEVELOPER

GREENHILL COMPANIES
4901 FAIRMONT AVENUE, SUITE 200
BETHESDA, MD 20814
CONTACT: RICHARD GREENBERG
PHONE: (301) 657-2525

PREPARED BY

BOHLER

16701 MELFORD BLVD, SUITE 310
BOWIE, MARYLAND 20715
PHONE: (301) 809-4500
FAX: (809)-4501

JDIMARCO@BOHLERENG.COM
CONTACT: JOSEPH DIMARCO, P.E.

PLAN REFERENCES AND CONTACTS

REFERENCES

•ALTANSPS LAND TITLE SURVEY:
BOHLER ENGINEERING
TITLED: "BALTIMORE REDEVELOPMENT
7302 YALE AVENUE, 4424 HARTWICK ROAD, & 7313 BALTIMORE AVENUE
21ST ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND"
DATED: 04/22/2020
FILE NO.: SB202036
ELEVATIONS: NGVD29

•SOIL REPORT:

UNITED STATES DEPARTMENT OF AGRICULTURE
NATURAL RESOURCE CONSERVATION SERVICE
TITLED: "CUSTOM SOIL RESOURCE REPORT FOR PRINCE GEORGE'S COUNTY, MARYLAND"
DATED: 10/15/2020
APPROVED: 10/21/2020

•NATURAL RESOURCE INVENTORY PLAN:

BOHLER ENGINEERING
TITLED: "NATURAL RESOURCE INVENTORY (NRI-080-11-01)"
DATED: 10/15/2020
APPROVED: 10/21/2020

UTILITIES

•THE FOLLOWING COMPANIES WERE NOTIFIED BY DELMARVA MISS UTILITY SYSTEM (1-800-257-7777) AND REQUESTED TO MARK OUT UNDERGROUND FACILITIES AFFECTING AND SERVICING THIS SITE. THE UNDERGROUND UTILITY INFORMATION SHOWN HEREON IS BASED UPON THE UTILITY COMPANIES RESPONSE TO THIS REQUEST. SERIAL NUMBER(S): 20193462

UTILITY COMPANY	LOCATE STATUS	PHONE NUMBER
COMCAST-UTILIQUEST	CLEARINO CONFLICT	(301) 210-0355
MCI	CLEARINO CONFLICT	(800) 289-3427
PEPCO/DCI UTILITY LOCATI	INCORRECT WORK SITE MAPPING, INSUFFICIENT INFORMATION, AND/OR WRONG ADDRESS	(844) 605-1186
UNIVERSITY OF MARYLAND	CLEARINO CONFLICT	(301) 226-3392
VERIZON	MARKED	(301) 210-0355
WASHINGTON GAS-UTILIQUEST	MARKED	(301) 210-0355
WSSC - PINPOINT UG	MARKED	(301) 868-6803

THE ABOVE REFERENCED DOCUMENTS ARE INCORPORATED BY REFERENCE AS PART OF THESE PLANS. HOWEVER, BOHLER DOES NOT CERTIFY THE ACCURACY OF THE WORK REFERENCED OR DERIVED FROM THESE DOCUMENTS, BY OTHERS.

GENERAL NOTES

- PROJECT NAME: GREENHILL COMPANIES
- THIS PLAN AND TOPOGRAPHY IS BASED ON AN ALTANSPS LAND TITLE SURVEY BY:
BOHLER ENGINEERING
ALTANSPS LAND TITLE SURVEY
"BALTIMORE REDEVELOPMENT
7302 YALE AVENUE, 4424 HARTWICK ROAD,
& 7313 BALTIMORE AVENUE
21ST ELECTION DISTRICT
PRINCE GEORGE'S COUNTY, MARYLAND"
DATED: 04/22/2020
- EVATIONS ARE BASED ON NGS MONUMENT "Y 120" WITH A PUBLISHED ELEVATION OF 78.65 FEET, ADJUSTED FROM NAVD88 TO NGVD29
- OWNER:
MARK SCHWEBER
1919 PARK VISTA DR
SILVER SPRING, MD 20906
- APPLICANT:
GREENHILL COMPANIES
4901 FAIRMONT AVENUE, SUITE 200
BETHESDA, MD 20814
CONTACT: RICHARD GREENBERG
RGREENBERG@GREENHILLCOMPANIES.COM
PHONE: (301) 657-2525
- SITE ACREAGE:
PARCEL A (M-U-I): 17,059 SF OR 0.39161 AC
LOTS 9 & 10 (R-55): 10,165 SF OR 0.233 AC
LOTS 11 & 12 (R-18): 11,595 SF OR 0.266 AC
TOTAL ACREAGE: 38,819 SF OR 0.89061 AC
- ZONING:
M-U-I (MIXED USE INFILL)
R-55 (ONE-FAMILY DETACHED RESIDENTIAL)
R-18 (MULTIFAMILY MEDIUM DENSITY RESIDENTIAL)
- USE:
EXISTING: COMMERCIAL & RESIDENTIAL
PROPOSED: MIXED-USE RESIDENTIAL
- TOTAL UNITS: APPROXIMATELY 160 TO 175 DWELLING UNITS
- BUILDING DATA:
GROSS AREA: ±145,041 SF
RETAIL AREA: ±10,000 TO 15,000 SF
RESIDENTIAL AREA: ±86,695 SF
DENSITY: 180 TO 197 DWELLING UNITS PER ACRE
- GROSS FLOOR AREA (COMMERCIAL): APPROXIMATELY 10,000 SF TO 15,000 SF
- WSSC 200' GRID: 209N04
- TAX MAP NO.: 33 - GRID NO.: C4
- THIS SITE IS LOCATED WITHIN AVIATION POLICY AREA 6 (COLLEGE PARK AIRPORT - APA 6)
- WATER / SEWER DESIGNATION:
EXISTING WATER / SEWER CATEGORY: W-3 / S-3
PROPOSED WATER / SEWER CATEGORY: W-3 / S-3
- STORMWATER MANAGEMENT CONCEPT PLAN NUMBER: TBD
- THERE IS NO KNOWN MANDATORY PARK DEICATION FOR THIS SITE
- THERE ARE NO KNOWN CEMETERIES LOCATED ON OR CONTIGUOUS TO THIS SITE
- THE SUBJECT PROPERTY IS NOT LOCATED WITHIN A REGISTERED HISTORIC DISTRICT
- THE SUBJECT PROPERTY IS ADJACENT TO A REGISTERED HISTORIC DISTRICT (OLD TOWN COLLEGE PARK, ID 64-042-00)
- THE SUBJECT PROPERTY IS IN THE VICINITY OF BALTIMORE AVENUE, A DESIGNATED HISTORIC ROAD
- THE SUBJECT PROPERTY IS WITHIN THE CENTRAL US 1 CORRIDOR SECTOR PLAN AND SMA DDQZ
- NO WETLANDS OR STREAMS ARE LOCATED ON-SITE AS FIELD VERIFIED BY CENE KETCHAM, QUALIFIED PROFESSIONAL PER COMAR 08.19.06.01 ON 05/15/2020 AND THEREFORE THIS SITE DOES NOT CONTAIN WETLANDS OF SPECIAL STATE CONCERN AS DEFINED IN COMAR 26.23.06.01
- NO COUNTY REGULATED 100-YEAR FLOODPLAIN IS LOCATED ON-SITE PER ALTANSPS LAND TITLE SURVEY PERFORMED BY BOHLER ENGINEERING TITLED "BALTIMORE REDEVELOPMENT - 7302 YALE AVENUE, 4424 HARTWICK ROAD & 7313 BALTIMORE AVENUE - 21ST ELECTION DISTRICT - PRINCE GEORGE'S COUNTY, MARYLAND" AND DATED 04/22/20. THE PROPERTY IS LOCATED IN OTHER AREAS ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN) PER MAP ENTITLED, "FIRM, FLOOD INSURANCE RATE MAP, PRINCE GEORGE'S COUNTY, MARYLAND AND INCORPORATED AREAS, PANELS 127 AND 131 OF 466," MAP NUMBERS 24033031131E AND 24033030127E, WITH A MAP EFFECTIVE DATE OF SEPTEMBER 16, 2016.
- THIS SITE IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA (CBCA)

THIS BLOCK IS FOR
OFFICIAL USE ONLY

OR LABEL, CERTIFIES THAT THIS PLAN
MEETS CONDITIONS OF FINAL APPROVAL
BY THE PLANNING BOARD, ITS DESIGNEE
OR THE DISTRICT COUNCIL.

M-NCPPC
APPROVAL

PROJECT NAME: GREENHILL

PROJECT NUMBER: CSP-20002

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

TABLE 1: MAPPED SOIL TYPES

MAP UNIT	SOIL DESCRIPTION	HYDROLOGI C SOIL GROUP	K-FACTOR (WHOLE SOIL)	DRAINAGE CLASS
BuB	BELTSVILLE-URBAN LAN COMPLEX, 0 TO 5 PERCENT SLOPES	C	0.37	MODERATELY WELL

STANDARD DRAWING LEGEND

FOR ENTIRE PLAN SET
(NOT TO SCALE)

EXISTING NOTE	TYPICAL NOTE TEXT	PROPOSED NOTE
---	ONSITE PROPERTY LINE / R.O.W. LINE	---
---	NEIGHBORING PROPERTY LINE / INTERIOR PARCEL LINE	---
---	EASEMENT LINE	---
---	SETBACK LINE	---
---	CONCRETE CURB & GUTTER	---
---	UTILITY POLE WITH LIGHT	---
---	POLE LIGHT	---
---	TRAFFIC LIGHT	---
---	UTILITY POLE	---
---	TYPICAL LIGHT	---
---	ACORN LIGHT	---
---	TYPICAL SIGN	---
---	PARKING COUNTS	---

---	CONTOUR LINE	---
---	SPOT ELEVATIONS	---

---	SANITARY LABEL	---
---	STORM LABEL	---
---	SANITARY SEWER LATERAL	---
---	UNDERGROUND WATER LINE	---
---	UNDERGROUND ELECTRIC LINE	---
---	UNDERGROUND GAS LINE	---
---	OVERHEAD WIRE	---
---	UNDERGROUND TELEPHONE LINE	---
---	UNDERGROUND CABLE LINE	---

---	STORM SEWER	---
---	SANITARY SEWER MAIN	---
---	HYDRANT	---

---	SANITARY MANHOLE	---
---	STORM MANHOLE	---
---	WATER METER	---
---	WATER VALVE	---

---	GAS VALVE	---
---	GAS METER	---
---	TYPICAL END SECTION	---

---	HEADWALL OR ENDWALL	---
---	GRATE INLET	---
---	CURB INLET	---
---	CLEAN OUT	---

---	ELECTRIC MANHOLE	---
---	TELEPHONE MANHOLE	---
---	ELECTRIC BOX	---
---	ELECTRIC PEDESTAL	---

---	MONITORING WELL	---
---	TEST PIT	---
---	BENCHMARK	---

---	BORING	---
-----	--------	-----

GENERAL NOTE

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO REVIEW ALL OF THE DRAWINGS AND SPECIFICATIONS ASSOCIATED WITH THIS PROJECT. WORK SCOPE PRIOR TO THE INITIATION OF CONSTRUCTION SHOULD THE CONTRACTOR DISCOVER A CONFLICT WITH THE DOCUMENTS RELATIVE TO THE SPECIFICATIONS OR APPLICABLE CODES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE PROJECT ENGINEER OF RECORD IN WRITING PRIOR TO THE START OF CONSTRUCTION. FAILURE BY THE CONTRACTOR TO NOTIFY THE PROJECT ENGINEER SHALL CONSTITUTE ACCEPTANCE OF FULL RESPONSIBILITY BY THE CONTRACTOR TO COMPLETE THE SCOPE OF THE WORK AS DEFINED BY THE DRAWINGS AND IN FULL CONFORMANCE WITH ALL GOVT. DESIGN AND CODES.

STANDARD ABBREVIATIONS

FOR ENTIRE PLAN SET

AC	ACRES
ADA	AMERICANS WITH DISABILITY ACT
ARCH	ARCHITECTURAL
BC	BOTTOM OF CURB
BF	BASEMENT FLOOR
BK	BLOCK
BL	BASELINE
BLDG	BUILDING
BM	BUILDING BENCHMARK
BRL	BUILDING RESTRICTION LINE
CF	CUBIC FEET
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONN	CONNECTION
CONC	CONCRETE
CPP	CORRUGATED PLASTIC PIPE
CY	CUBIC YARDS
DEC	DECORATIVE
DEP	DEPRESSED
DIP	DUCTILE IRON PIPE
DOM	DOMESTIC
ELEC	ELECTRIC
ELEV	ELEVATION
EP	EDGE OF PAVEMENT
ES	EDGE OF SHOULDER
EW	END WALL
EX	EXISTING
FES	FLARED END SECTION
FF	FINISHED FLOOR
FH	FIRE HYDRANT
FG	FINISHED GRADE
G	GRADE
GF	GARAGE FLOOR (AT DOOR)
GH	GRADE HIGHER SIDE OF WALL
GL	GRADE LOWER SIDE OF WALL
GRT	GRATE
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH POINT
HOR	HORIZONTAL
HW	HEADWALL
INT	INTERSECTION
INV	INVERT
LF	LINEAR FOOT
LOC	LIMITS OF CLEARING
LOD	LIMITS OF DISTURBANCE
LOS	LINE OF SIGHT
LP	LOW POINT
LIS	LANDSCAPE
MAX	MAXIMUM
MIN	MINIMUM
MH	MANHOLE
MJ	MECHANICAL JOINT
OC	ON CENTER
PA	POINT OF ANALYSIS
PC	POINT CURVATURE
PCCR	POINT OF COMPOUND CURVATURE, CURB RETURN
PI	POINT OF INTERSECTION
POG	POINT OF GRADE
PROP	PROPOSED
PT	POINT OF TANGENCY
PTCR	POINT OF TANGENCY, CURB RETURN
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RET WALL	RETAINING WALL
R/W	RIGHT OF WAY
S	SLOPE
SAN	SANITARY SEWER
SF	SQUARE FEET
STA	STATION
STM	STORM
SW	SIDEWALK
TBR	TO BE REMOVED
TBRL	TO BE RELOCATED
TC	TOP OF CURB
TELE	TELEPHONE
TPF	TREE PROTECTION FENCE
TW	TOP OF WALL
TYP	TYPICAL
UG	UNDERGROUND
UP	UTILITY POLE
W	WIDE
W/L	WATER LINE
W/M	WATER METER
±	PLUS OR MINUS
°	DEGREE
Ø	DIAMETER
#	NUMBER

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING
PROGRAM MANAGEMENT
LANDSCAPE ARCHITECTURE
SUSTAINABLE DESIGN
PERMITTING SERVICES
TRANSPORTATION SERVICES

REVISIONS

REV	DATE	COMMENT	DRAWN BY
1	09-02-2020	PER M-NCPPC COMMENTS	LAM JD



ALWAYS CALL 811

It's fast. It's free. It's the law.

NOT APPROVED FOR CONSTRUCTION

THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: MB202036
DRAWN BY: LAM
CHECKED BY: JD
DATE: 06/19/2020
CAD ID: SDO

PROJECT:

CONCEPTUAL SITE PLAN

FOR
GREENHILL
COMPANIES

PROPOSED
APARTMENT COMPLEX

LOCATION OF SITE
7302 YALE AVENUE, 4424
HARTWICK ROAD, & 7313
BALTIMORE AVENUE
COLLEGE PARK, MARYLAND
21ST ELECTION DISTRICT
PRINCE GEORGE'S COUNTY
BLOCK 27, PARCEL A, LOT
9, 10, 11, & 12

BOHLER

16701 MELFORD BLVD., SUITE 310

BOWIE, MARYLAND 20715

Phone: (301) 809-4500

Fax: (301) 809-4501

MD@BohlerEng.com

J. DIMARCO

PROFESSIONAL ENGINEER
I, JOSEPH DIMARCO, HEREBY CERTIFY THAT
THESE DOCUMENTS WERE PREPARED OR
APPROVED BY ME, AND THAT I AM A DULY
LICENSED PROFESSIONAL ENGINEER UNDER THE
LAWS OF THE STATE OF MARYLAND.
LICENSE NO. 34390, EXPIRATION DATE: 12/23/2022

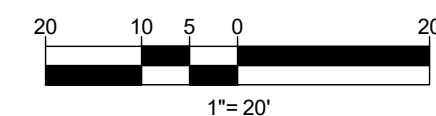
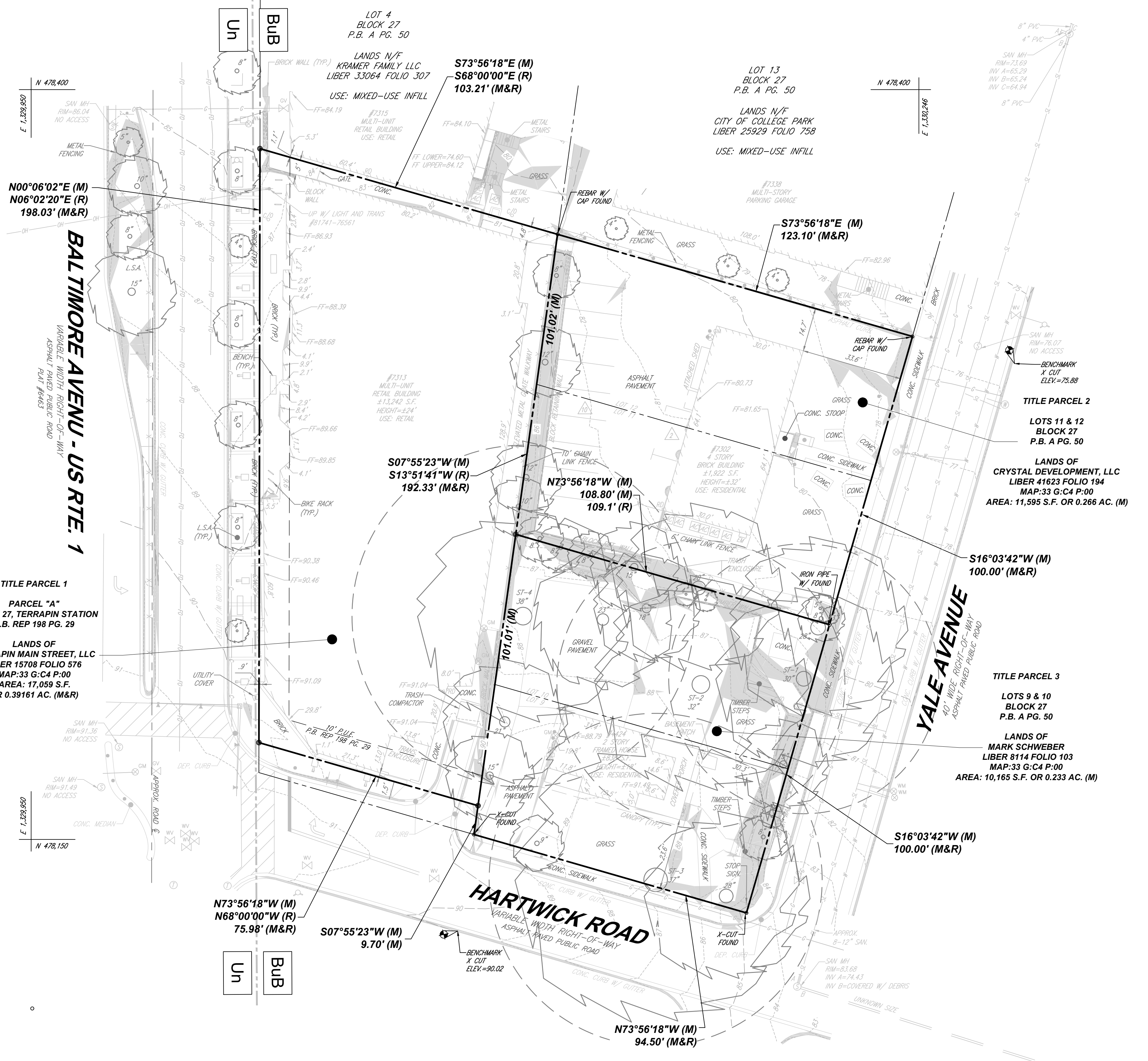
SHEET TITLE:

COVER
SHEET

SHEET NUMBER:

1

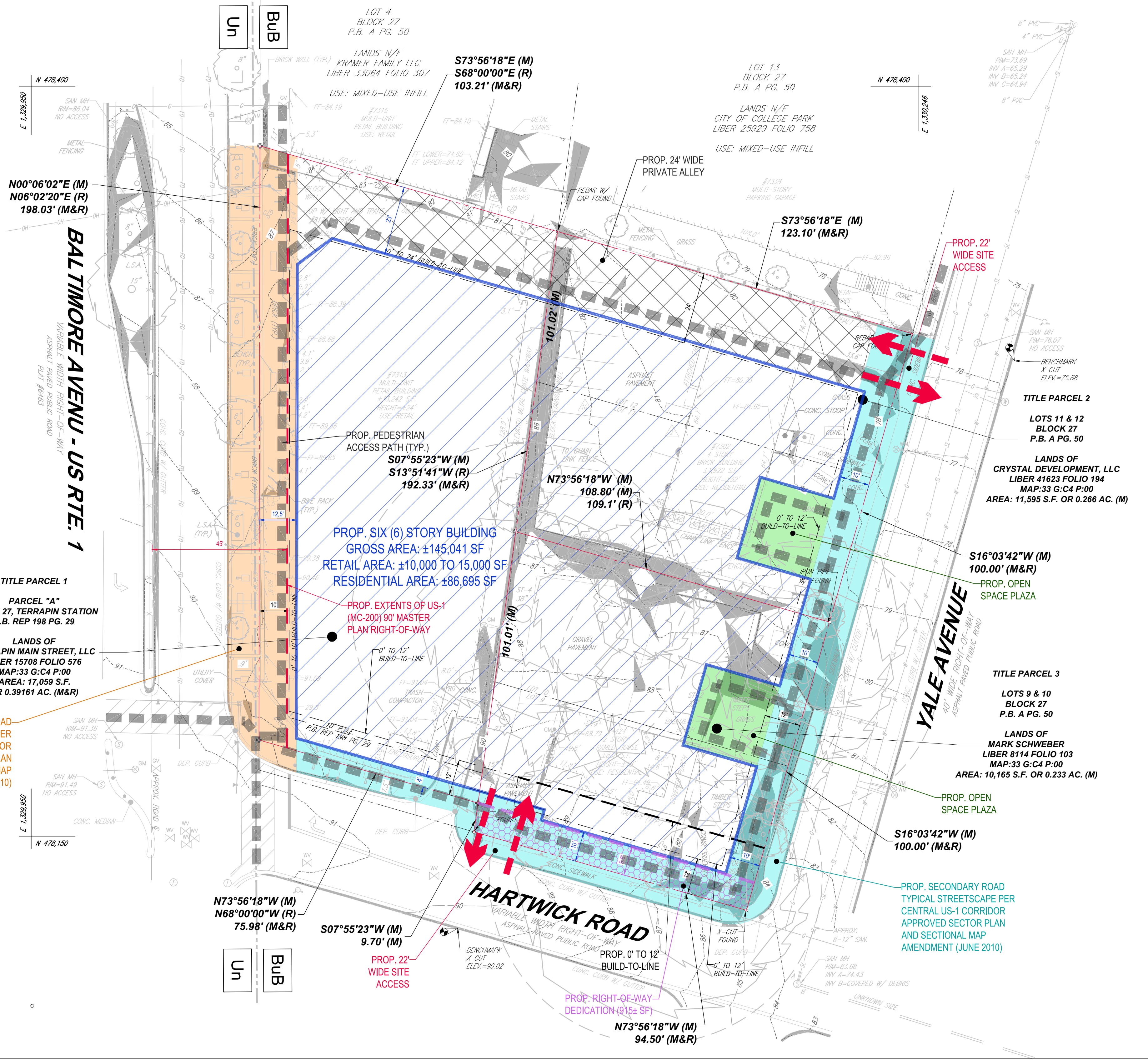
REVISION 1 - 09-02-2020



FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET
REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

REVISION 1 - 09-02-2020

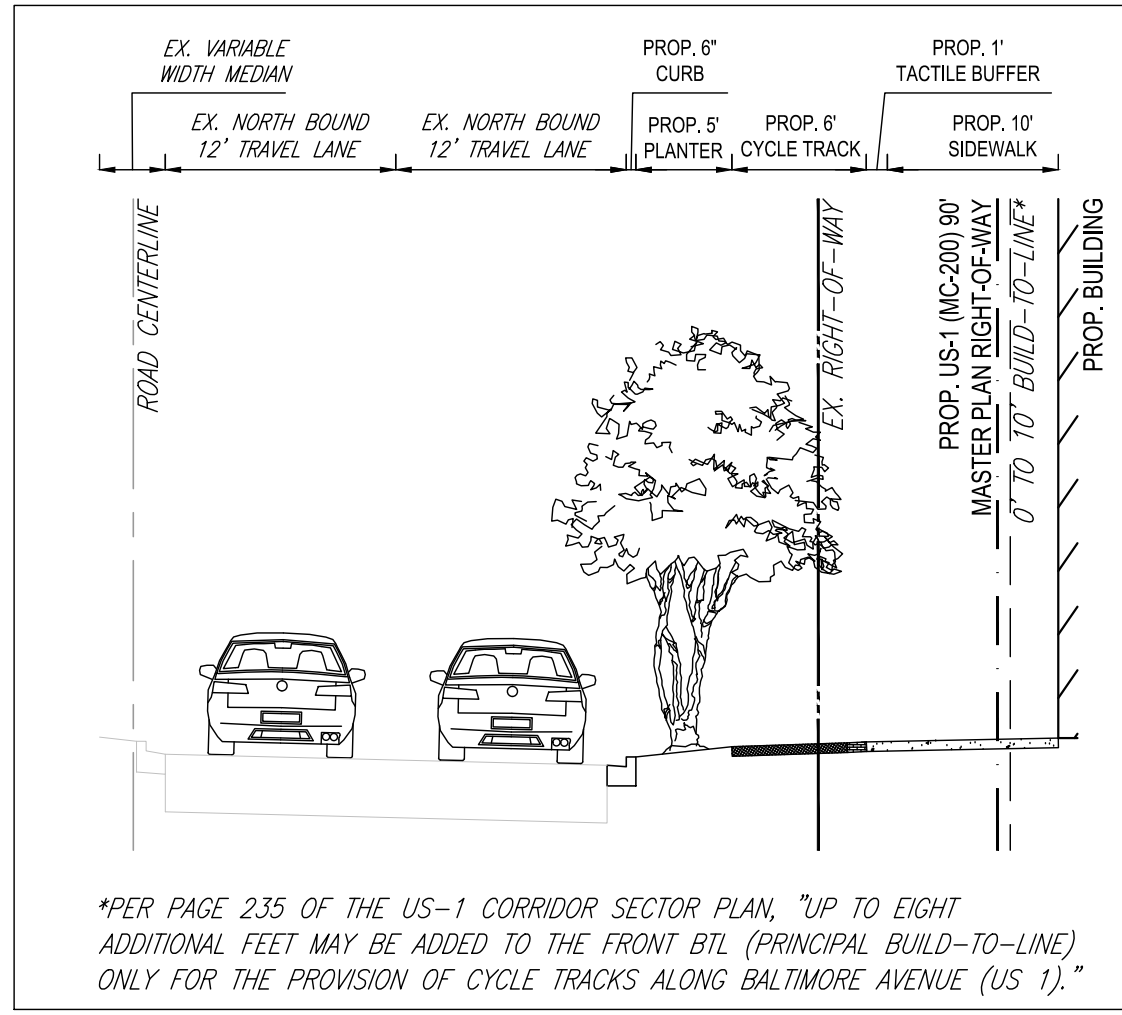


GENERAL NOTES

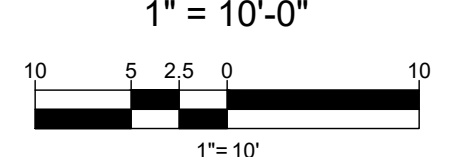
1. THIS PLAN INTENDS TO MEET ALL CRITERIA FROM THE APPROVED CENTRAL US-1 CORRIDOR SECTOR PLAN AND SECTIONAL MAP AMENDMENT DATED JUNE 2010 AND WILL BE THE BASIS FOR DESIGN.
2. THE BUILD-TO-LINE (BTL) IS BASED ON THE AFOREMENTIONED SECTOR PLAN WITH THE PRINCIPAL BTL BEING 0'-10', THE SECONDARY BTL BEING 0'-12', AND THE SIDE BTL BEING 0'-24'.

LEGEND

- PROP. PRIMARY ROAD STREETSCAPE (SEE US-1 BALTIMORE AVENUE CROSS-SECTION BELOW)
- PROP. SECONDARY ROAD STREETSCAPE
- PROP. OPEN SPACE PLAZA
- PROP. PRIVATE ALLEY
- PROP. BUILDING FOOTPRINT
- PROP. RIGHT-OF-WAY DEDICATION
- PROP. PRIMARY VEHICULAR SITE ACCESS
- PROP. PEDESTRIAN ACCESS PATH
- EX. PROPERTY LINE
- PROP. EXTENTS OF US-1 (MC-200) MASTER PLAN RIGHT-OF-WAY
- PROP. 0' TO 12' BUILD-TO-LINE



US-1 BALTIMORE AVENUE CROSS-SECTION



THIS BLOCK IS FOR OFFICIAL USE ONLY OR LABEL CERTIFIES THAT THIS PLAN MEETS CONDITIONS OF FINAL APPROVAL BY THE PLANNING BOARD, ITS DESIGNEE OR THE DISTRICT COUNCIL.

M-NCPPC APPROVAL

PROJECT NAME: GREENHILL

PROJECT NUMBER: CSP-20002

FOR CONDITIONS OF APPROVAL SEE SITE PLAN COVER SHEET OR APPROVAL SHEET REVISION NUMBERS MUST BE INCLUDED IN THE PROJECT NUMBER

BOHLER

SITE CIVIL AND CONSULTING ENGINEERING

PROGRAM MANAGEMENT

LANDSCAPE ARCHITECTURE

SUSTAINABLE DESIGN

PERMITTING SERVICES

TRANSPORTATION SERVICES

REVISIONS				
REV	DATE	COMMENT	DRAWN BY	
1	09-02-2020	PER M-NCPPC COMMENTS	LAM	JD

811

Know what's below. Call before you dig.

ALWAYS CALL 811

It's fast. It's free. It's the law.

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THIS DRAWING IS INTENDED FOR MUNICIPAL AND/OR AGENCY REVIEW AND APPROVAL. IT IS NOT INTENDED AS A CONSTRUCTION DOCUMENT UNLESS INDICATED OTHERWISE.

PROJECT No.: MB202036

DRAWN BY: LAM

CHECKED BY: JD

DATE: 06/19/2020

CAD ID: SSO

CONCEPTUAL SITE PLAN

FOR GREENHILL COMPANIES

PROPOSED APARTMENT COMPLEX

LOCATION OF SITE

7302 YALE AVENUE, 4424 HARTWICK ROAD, & 7313 BALTIMORE AVENUE

COLLEGE PARK, MARYLAND

21ST ELECTION DISTRICT

PRINCE GEORGE'S COUNTY

BLOCK 27, PARCEL A, LOT 9, 10, 11, & 12

BOHLER

16701 MELFORD BLVD., SUITE 310

BOWIE, MARYLAND 20715

Phone: (301) 809-4500

Fax: (301) 809-4501

MD@BohlerEng.com

J. DIMARCO

PROFESSIONAL ENGINEER

I, JOSEPH DIMARCO, HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.

LICENSE NO. 34380, EXPIRATION DATE: 12/23/2022

SHEET TITLE:

SITE & LANDSCAPE PLAN

SHEET NUMBER:

4

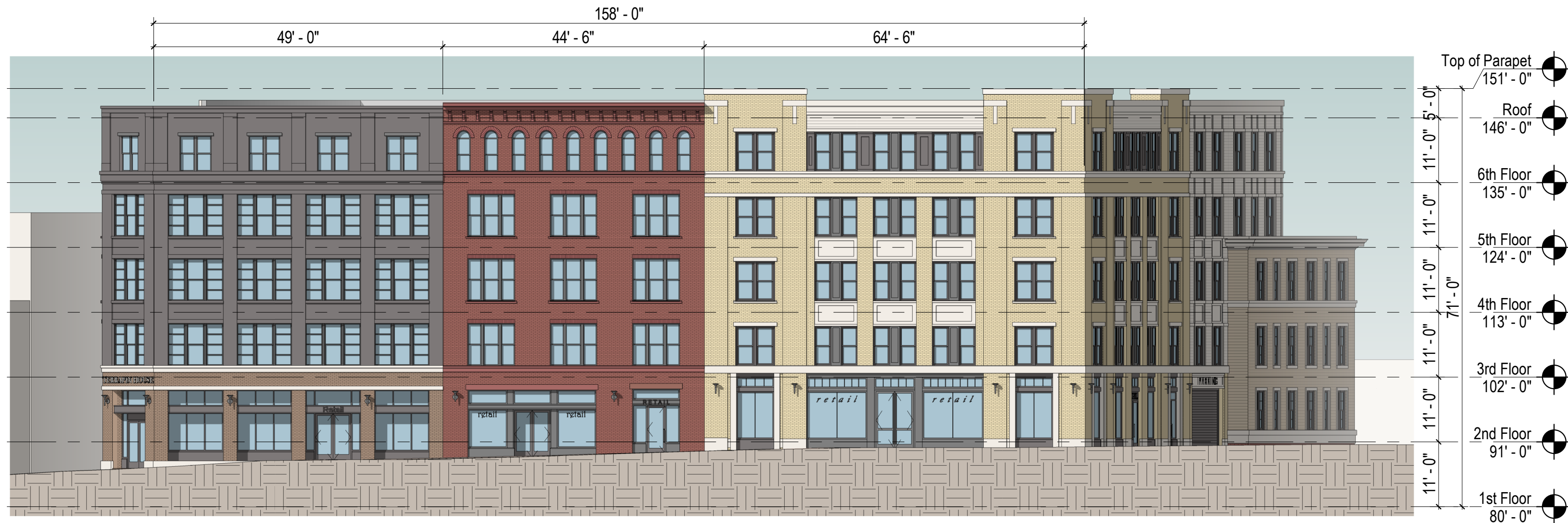
REVISION 1 - 09-02-2020











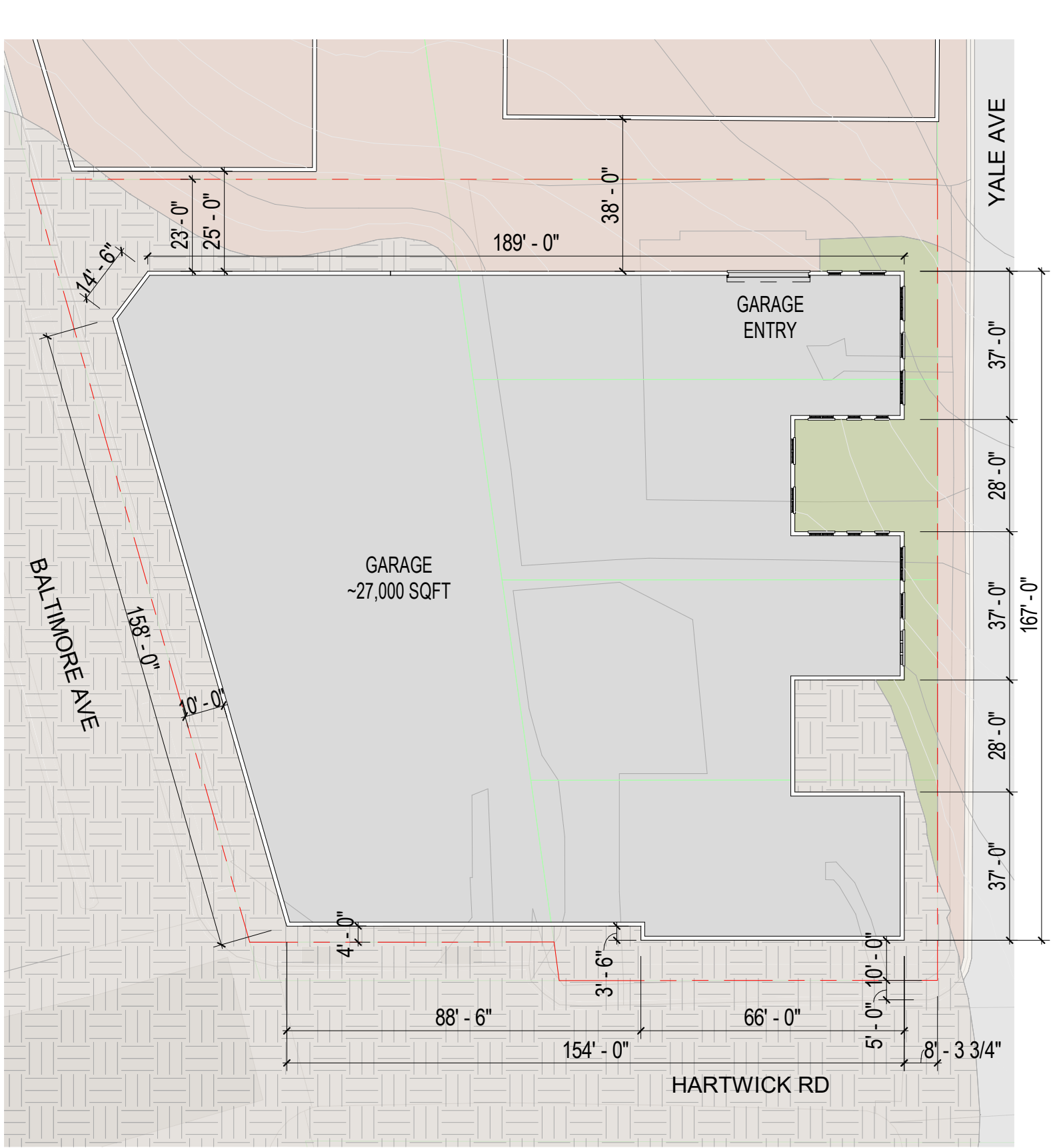
1 ELEVATION - BALTIMORE AVENUE

1/16" = 1'-0"



1 ELEVATION - YALE AVENUE

1/16" = 1'-0"

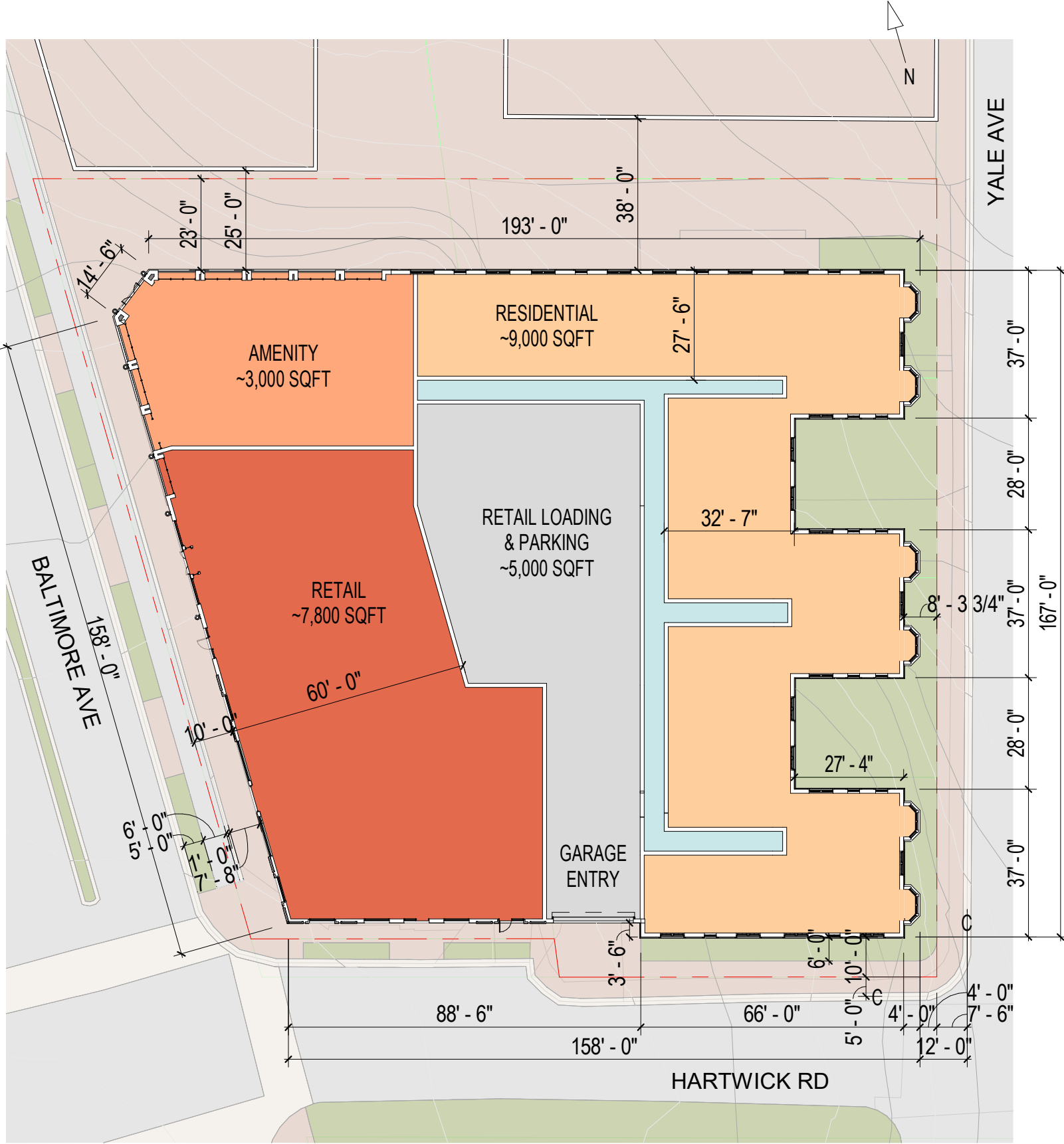


1 1st Floor
 1/32" = 1'-0"

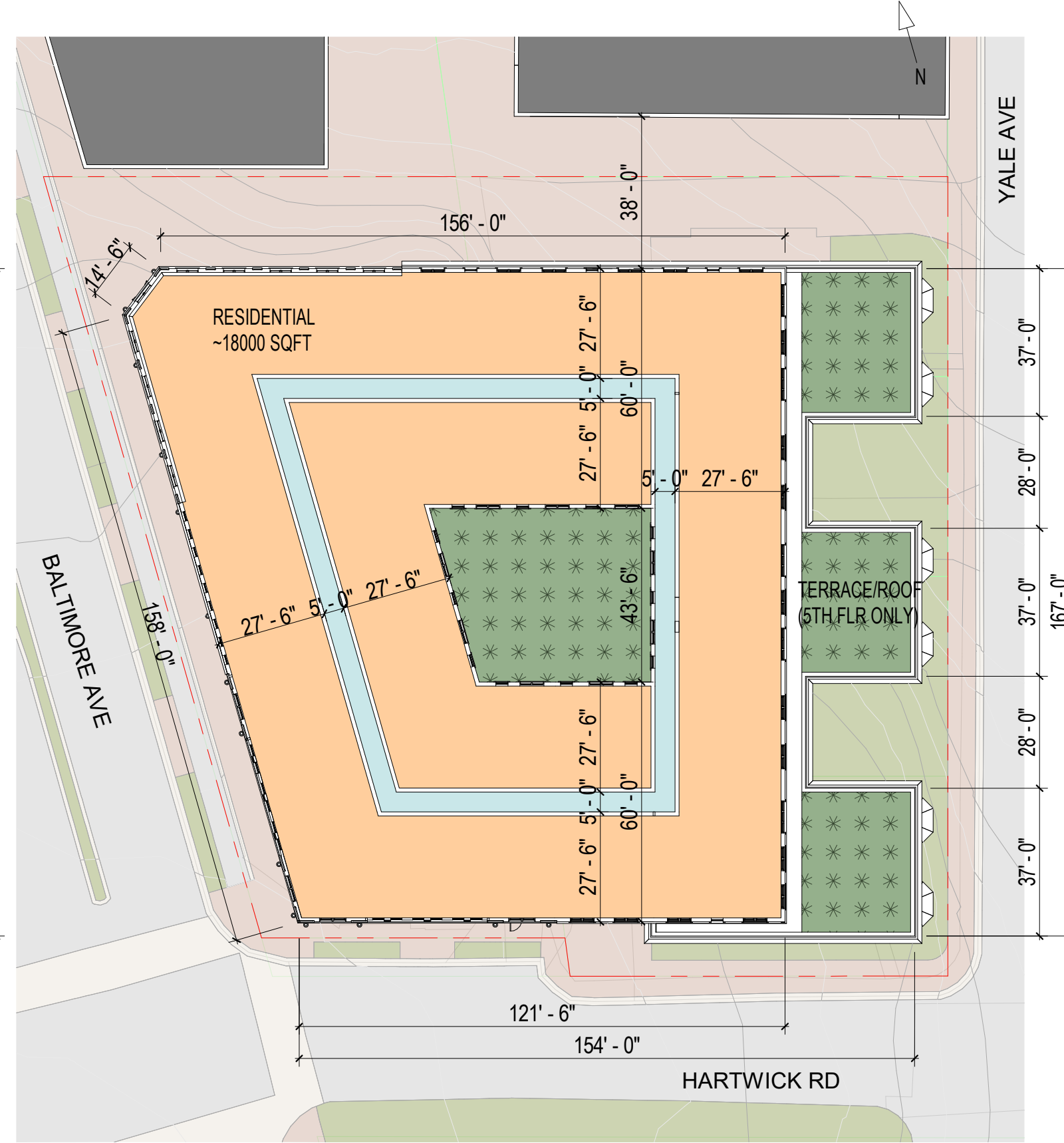
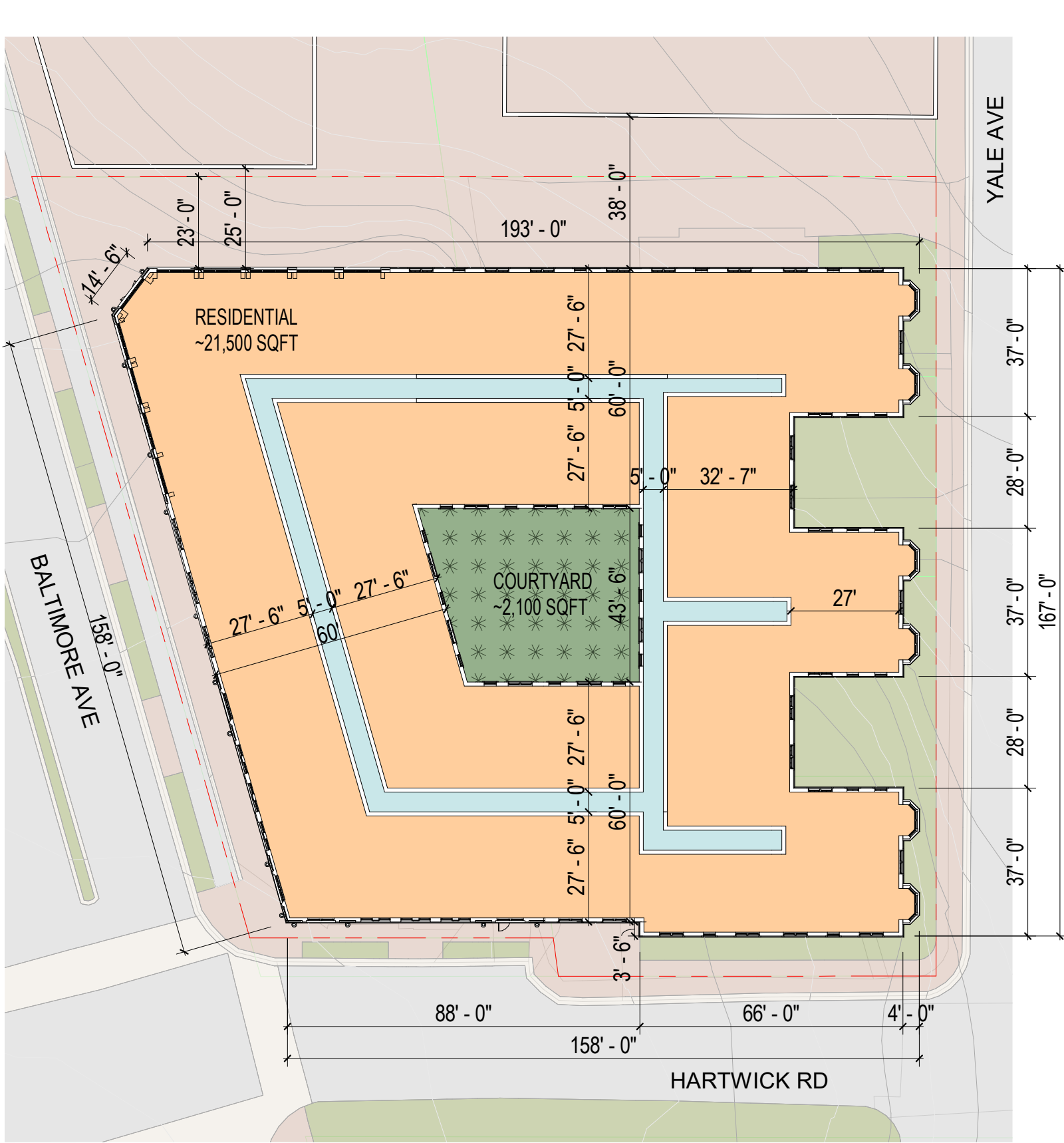
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TERRAPIN MAIN STREET, LLC



2 2nd Floor
 1/32" = 1'-0"



1 3rd & 4th Floor

1/32" = 1'-0"

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TERRAPIN MAIN STREET, LLC

2 5th & 6th Floor

1/32" = 1'-0"



1 BUILDING SECTION
 1/16" = 1'-0"